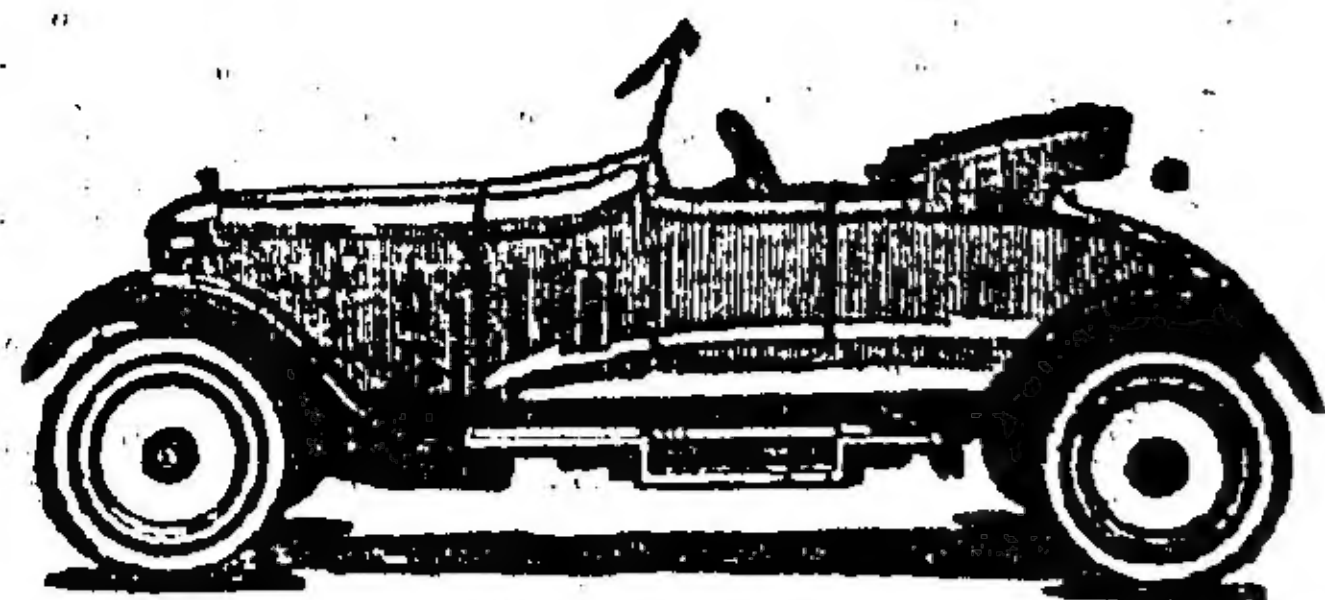






903] T. H. MAI, Every approved Banking Shipping and  
Manager. Travel Transaction.





FOR lightness, speed, staying power and smartness, the "Amazing A.C." is easily first in its class. Type average is 10,000 miles, fuel consumption 30 to 40 m.p.g., speed capacity may be judged from the fact that a four-cylinder model taken from an agent's stock by the Royal Automobile Club and without even special adjustment, covered over 40 m.p.h. for a continuous period of 48 hours. The "Amazing A.C." has to its credit more than the total successes of all other light cars combined, for speed, reliability, and appearance.

Write for free illustrated booklet.

**AC CARS, LTD.**

C. F. EDGE, General Director  
Sole Dept.: 100, STREET, TRADING OFFICE, HONGKONG.

## WORLD THEATRE

WEDNESDAY, 2nd, to SATURDAY, 5th May  
at 5.15 P.M. and 9.15 P.M.

### "HER MAJESTY"

with  
**MOLLIE KING & CREIGHTON HALE**  
COMEDY, ROMANCE, SUSPENSE.

Also  
**SNUB POLLARD**

in  
His Latest 2-Part Comedy

### "365 DAYS."

Prices of Admission:—

8.15 p.m.—\$1.20 & \$80 cts. 5.15 p.m.—80 cts. & 60 cts.

2.30 & 7.15 p.m.

THE RADIO KING. Episodes 5 & 8.

BOOKING AT THE THEATRE.

Just Received:—

### MANILA HATS for LADIES.

Popular Designs and Various Colours

at

ATTRACTIVE PRICES

Early Inspection Solicited.

### SWATOW DRAWN WORK CO.,

16, Des Vœux Road Central, Hongkong.

P.O. Box 445.

Telephone No. 2860.



### HORLICK'S MALTED MILK

FEED YOUR BODY  
by drinking HORLICK'S  
MALTED MILK, the finest Food-  
Drink for all Ages. By its easy  
assimilation it promotes a steady  
acceleration of nutritive force  
and brain power. Thus it is that  
those who take HORLICK'S are  
marked by their cheerfulness and  
quick-grasping faculties, which  
enable them to overcome the strain  
of every day life. Made instantly  
by the addition of hot or cold water.  
Of all Chemists and Stores.

HORLICK'S MALTED MILK CO. SLOUGH, BUCKS, ENG.

Resident Representative for China, Hongkong and Korea—  
WALLACE FARLEY, 1, THE BUND, SHANGHAI.

### SCOTTISH LETTER EMIGRATION FROM THE HEBRIDES.

[FROM OUR OWN CORRESPONDENT.]

EDINBURGH, March 28th.  
Emigration from the Western Islands of Scotland is not conducted in the manner which we associate with the "Highland Clearances" of the past. The men and women who take part do not now feel that they are going into exile; "Lochaber no more" is piped and sung, but it does not leave the hearers heavy with sadness. The first party of emigrants this season, 400 men and 100 women on their way from the Hebrides to Ontario by a C.P.R. liner for instance will receive a cheerful send-off. Indeed the emigration will be made the occasion of a public ceremony. Arrangements are being made by a wealthy gentleman, unofficially interested in the emigration scheme, for Councillor Mrs. Fraser, of Stormoway, and a leading citizen in the port town, not yet chosen, to accompany the emigrants to Ontario, and inspect the places in which they are to settle, and report their information and impressions to the people of the Hebrides. The scheme is being carried out in conjunction with the Overseas Settlement Committee, and employment is assured for each emigrant on his or her arrival. Steps are to be taken to settle parties and relatives in the same districts in the same province of Ontario. All the emigrants will be settled on farms.

#### A ROYAL SCOT CHRISTENING CUP.

A magnificent christening cup has been presented to Princess Mary's son by the members and their wives of the 1st Battalion Royal Scots, of which regiment Princess Mary is Colonel-in-Chief.

#### SLUMP IN SCOTTISH RECRUITING.

The time was when bad trade and unemployment meant a boom in Army recruiting. In these days we have changed all that. During last week there were less than 30 enlistments in the whole of the Scottish command. What is the reason for this state of matters? Some say that the men who served in the war feel that they have had more than enough of military life. That is less than half the truth. The real explanation is that men are deterred from enlisting by the "dole," which in so many ways has changed the complexion of our social life. It has kept women from domestic service, and it makes many of the men prefer demoralising idleness to a useful, vigorous, and healthful life in the King's uniform.

#### RELICS OF MARY QUEEN OF SCOTS.

Sir Bruce Seton and Dr. Walter Seton performed a public service in securing for Scotland the Penicill relics of Mary Queen of Scots when they were exposed for public sale in London. They are of the same family to which Mary Seton, one of the Queen's Maids, belonged. Their Majesties the King and Queen, the Prince of Wales, the Duke of York, the Marquis of Bute, and other generous persons, including an anonymous gentleman who offered £1,000, made effective action possible. The principal relics were the property of Sir George M. Clerk, Penicill—who authorised the auctioneer to announce, though the Dowager Lady Clerk that he was parting with these treasured relics in consequence of high taxation. The relics were indisputable inasmuch as they came into the family of the vendor early in the seventeenth century, having been given by the Queen to Gillies Mowbray, one of the ladies-in-waiting present at her execution.

#### WELL-KNOWN SCOTTISH SPORTSMAN.

The death has occurred at his residence, Nether Auchendune, near Ayr, of Mr. James G. Walker. He was the son of the late Mr. Archibald Walker, Glasgow, and was educated at Loretto and at Trinity College, Oxford. Whilst at Loretto he laid the foundation of a career noted in both cricket and Rugby. He was later a member of the Oxford fifteen, and he played for Scotland twice in the Internationals, once against England and once against Wales. Mr. Walker was a noted cricketer, and whilst playing for Oxford, where he got his "Blue," he scored against Cambridge in 1883, 3 and 51. On many occasions he played for the M.C.C. In 1889 Mr. Walker scored 85 runs against the Australian team, which was visiting Scotland, playing for a team of the Clydesdale Cricket Club. He also captained Middlesex in cricket. In golf, Mr. Walker was almost equally successful, and he was captain of the Prestwick Golf Club. Recently he presented to the Royal and Ancient Golf Club a silver cup for annual competition between the representative teams of Scottish and English golfers. While he was resident in London he devoted his leisure from legal work to golf at Wimbledon. Rowing also had its attraction for him, and in this pursuit he was highly accomplished, gaining a place in his College boat.

#### RUGBY IN THE TROPICS.

The Rugby International in Edinburgh has raised a number of side questions in the Scottish Press. For instance a correspondent writes asking whether Rugby Football was regularly played in any place nearer the Equator than Madras. "The average temperature of the town is 81 degrees Fahrenheit, and in the hottest night of winter the thermometer, just to show what can be done, slumps to 64 degrees—about the level of a respectable hothouse in this country. And yet there is quite a round of tournaments in September and October. That, of course, is only possible on the sandy links-like turf of the island. The baked soil of an ordinary field would be murder to players." "There came this prompt reply—As a former resident of 30 years in Ceylon, I can tell him that the game is played regularly at Colombo from July to October by Europeans, Colombo is roughly 7 degrees north of the Equator, whereas Madras is over 13 degrees north, a difference of fully 6 degrees. A third correspondent thereupon demanded—"What about Singapore and the Federated Malay States?"

#### AMATEUR INTERNATIONAL GOLF.

A correspondent in a Scottish newspaper puts forward what he considers to be quite a reasonable proposal with regard to amateur international golf. He asks—"Why should it be Britain v. America? Why not introduce a triangular contest, and let Scotland, the home of golf, have a chance." He contends that we can put in the field a team of players, able to hold their own with the best, and who would not go under without making a fight of it.

#### A FAMOUS OXFORD BOAT.

The boat in which Oxford won the first Inter-Varsity race, in 1829, for long found a home in Scotland. Mr. Fletcher Menzies, an old blue, found her lying derelict in an

Oxford boathouse, and obtained permission to carry her off to his ancestral home in Perthshire, where with the aid of his brother, Sir Robert Menzies, and half a dozen gillies, he attempted to navigate her on the treacherous waters of Loch Bannoch. After the whole crew had narrowly escaped drowning by her foundering in a sudden storm, the historic old boat was dragged ashore and slung from the roof of a boathouse by the lake-side, where she remained until 1913, when she was restored to Oxford.

#### CHINA'S STABLE CIVILISATION.

Professor J. W. Gregory, Glasgow University, spoke to the members of Glasgow Rotary Club at their weekly luncheon on "Some Problems of Western China." Professor Gregory described the journey of exploration through Chinese Tibet undertaken by himself and his son last year, and said that the present chaotic condition of China's finances and administration was forcibly brought home to them. That condition was largely due to the breakdown of the central government and to the fact that the provincial governments had had to concentrate armies and military police at certain strategic centres, leaving large parts of the country at the mercy of brigands and rebels. The country was suffering from inefficiency and corruption, but its ultimate recovery seemed to him quite certain. The industrial peasants went on with their work indifferent to the perplexities of Peking and the inefficiency of the military class from which the officials were very largely drawn. Indeed he was not at all sure that Chinese civilisation would not outlast the Western system. It had already outlived many Western civilisations, and might outlast our own. While we were watching the progress of disorder on the Continent of Europe which threatened ultimately to ruin and laggar Britain China was quietly going on, secure in the strength of its industrious people and based on the most stable civilisation the world had ever known.

#### SCOTTISH LEGAL HUMOUR.

Lord Dundin, who before he became Lord of Appeal was Lord Justice-General and President of the Court of Session in Scotland, has been telling some stories about old-time Scottish lawyers. Speaking of the administration of law in Scotland, he said that during the Commonwealth Cromwell turned out the Judges of the Court of Session, and replaced them by English Judges, unacquainted with the laws of Scotland. When the Scottish Judges resumed their seats on the Bench in Restoration days one of them questioned an advocate as to how the English Judges had conducted themselves, and the lawyer replied that they had acted justly, whereupon the Scottish Judge declared, "What a pack of loons, I can never see a friend or relation in the wrong."

Referring to the early days when appeals from the Court of Session were first taken to the English House of Lords, Lord Dundin said that the Scottish advocates and the English Judges frequently differed over pronunciation, and in their treasured stories the Scots did not always get the worst of it. On one occasion during an appeal concerning water rates the Scottish lawyer pronounced the word "water" in Northern fashion, whereupon the Lord Chancellor of England asked "Do you spell water with two 't's'?" "No, my Lord," replied the Scottish advocate, "but we spell manners with two 'n's'."

#### ARMANER YENKIS FROM THE CLYDE.

It is now officially announced that the Nippon Yusen Kaisha have placed orders for two motor ships with West of Scotland firms. One of the vessels will be built by Messrs Harland and Wolff, Govan, and the other by Messrs Lithgows (Limited), Fort Glasgow. The engine for the former will be built of the Burmeister and Wain type, and those for the latter of the Sulzer type. The vessels are to be 430 ft. in length, with a deadweight carrying capacity of 10,000 tons.

#### AN ARCHBISHOP NOVELIST.

The Archbishop of York, who officiated at the christening of Princess Mary's baby, is the son of the late Principal of Aberdeen University, and spent his early years at Glasgow University. He is believed to be the only Archbishop who has ever written a novel. He wrote a romance of the Forty-five called "The Young Clanroy," which was published in 1897. Possibly he has regretted this plunge, for the novel does not appear in the reference book lists of his publications; all those mentioned are on religious subjects.

#### A VERY BAD DEBT.

The annual balance sheet of Aberdeen's Premier Golf Club contains what has long been regarded as a blot on the club's financial record. It is a liability of £8,17s. 6d which has been carried forward year after year, and cannot be got rid of. It is a sum due you to gentlemen who lent money to the club in the days of its heavy initial expenditure, and who, in the interval, have left Aberdeen, and cannot be traced. As it is well known that only one circumstance can prevent an Aberdonian from receiving money due to him, regarding these two men the worst is feared.

### HONGKONG SHARE MARKET.

#### CLOSING QUOTATIONS.

APRIL 30th, 1933.

Hongkong and Shanghai Banks	1,125 ss.
Canton Insurance	625 s.
Union Insurance	243 ss.
"Star" Ferries	53½ ss.
Kowloon Wharves	180 s.
Whampoa Docks	171 s.
Shanghai Docks	104 ss.
Hongkong Wharves	212 s.
Hongkong Lands	405 ss.
Hongkong Hotels	13½ s.
Humphreys Estates	26½ s.
Cement	25½ ss.
China Providents	27 s.
Dairy Farms	27 s.
Watsons	164 ss.
Hongkong Electric	344 ss.
China Lights	15,90 ss.
Hongkong Trams	25 ss.

\* b—buyers; s—sellers; ss—sales.

## THE REMINGTON PORTABLE TYPEWRITER

For Father, Mother and Child



SMALL—STURDY—STRONG—HANDY—EFFICIENT—DEPENDABLE

STANDARD KEYBOARD.

VISIBLE WRITING.

42 WRITING KEYS.

NO SHIFTING FOR FIGURES.

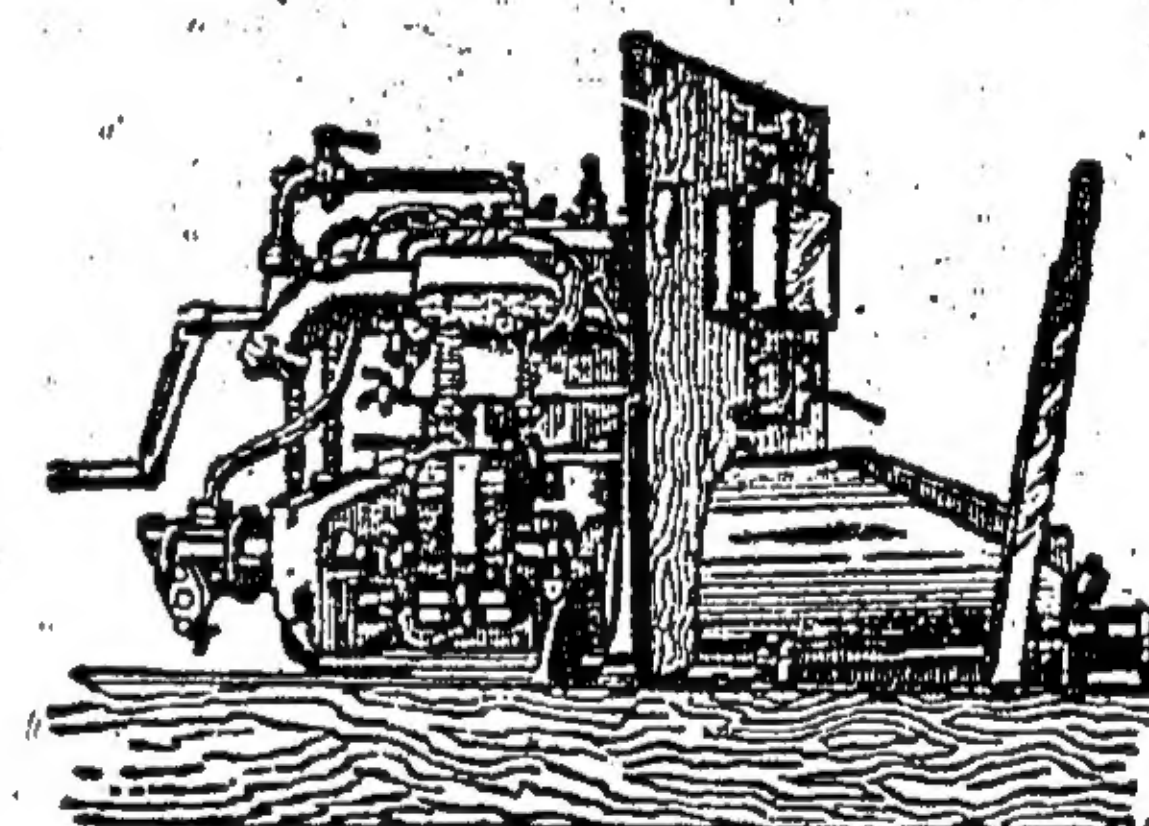
CASE FOUR INCHES HIGH.

WEIGHT WITH CASE 10½ LBS.

## MUSTARD & CO.

17, Connaught Road Central.

Tel.: Central 1186.



## BROOKE MARINE MOTORS

British Construction Throughout.

Made to Last

Stocks carried by

SOLE AGENTS:

## ALEX. ROSS & CO. (CHINA), LTD.

Bank of China Buildings.

Telephone: Central 2487.



### PRESCRIPTIONS

When the Doctor prescribes he expects the Druggist to fill the prescription with Pure Drugs. The quality of our Drugs, Medicines and Toilet Goods is not surpassed. Have the Doctor's Prescription filled here and the result will be satisfactory.

THE PHARMACY.

THE RED BUILDING (OPPOSITE ICE HOUSE ST.)



# THORNYCROFT

JOHN I.  
AND CO., LTD.  
SHIPBUILDERS AND ENGINEERS  
'London, Southampton and Glasgow'

PASSENGER AND CARGO VESSELS OF ALL TYPES UP TO 4,000 TONS  
OCEAN-GOING TUGS, MOTOR BOATS (SEA OR RIVER)  
UP TO 50 KNOTS.  
TURBINES AND RECIPROCATING MACHINERY AND PROPELLERS.  
MARINE AND STATIONARY OIL ENGINES  
8 TO 90 H.P.  
MOTOR VEHICLES 2 TO 6 TONS.  
WATER-TUBE BOILERS.  
FOR QUOTATION, APPLY—  
ROBERT DOLLAR BUILDING,  
SHANGHAI.

## AERTEX CELLULAR

THE HEALTHIEST FOR SUMMER WEAR.

Shirts Medium Weight ... \$6.50 each,  
Extra fine Tropical Weight ... \$9.50 each.

Underwear Best Quality Light Weight  
Vests & Drawers ... \$3.75 each.  
Combination Suits ... \$7.50 each.

Pyjamas Plain White in either Long or  
Short Style ... from \$3.50 per suit.

## MACKINTOSH

& CO., LTD.

Men's Wear Specialists.

Alexandra Building, Des Voeux Road.

THE SEASONS SMARTEST

## SILK JUMPERS

DESIGNS TO SUIT ALL TASTES.

PRICES FROM \$12.50 TO \$21.00 EACH.

JUST OPENED UP

## FINE SILK HOSE

FROM \$2.00 TO \$3.25 PER PAIR

## THE SINCERE CO., LTD.

## RELIABLE SUN HELMETS

AT

## WHITEAWAY'S

REAL CORK: GOOD SHAPE AND STYLE

Covered Good Drill and Fitted with a Full White Puggaree.



\$11.50

\$13.50

BEWARE OF CHEAP AND WORTHLESS IMITATIONS.  
DO YOUR SHOPPING AT

## WHITEAWAY, LAIDLAW & CO., LTD.

GENT'S OUTFITTERS

20, DES VOEUX ROAD CENTRAL.

(NEXT TO JARDINE'S CORNER)

HONGKONG.

## MISHAP ON "PRESIDENT" LINER.

CLAIM BY U.S. DISTRICT ATTORNEY  
AT SHANGHAI.

Depositions in the suit of Mr. L. G. Husar, U.S. District Attorney, against the Pacific Mail Steamship Co. for \$10,000 damages to have arisen out of an accident sustained by him while playing medicine ball on the company's str. *President Lincoln*, were taken before Mr. N. S. Lorton at the U.S. Commissioner's Court at Shanghai, on April 26th. Owing to the plaintiff being an official of the Court it was stated that the case would be heard before an Official Referee, in which capacity Mr. W. W. Bismarck had been appointed to act.

The claim, the *N.C. Daily News* says, states that on February 3rd last, while engaged with an officer on the top deck of the steamer in a game provided for the amusement of passengers, plaintiff was knocked unconscious by a beam falling on his head and he also sustained a severe gash. Plaintiff has been informed by his physician, that he would probably suffer for years as a result of the accident. The defence was a general denial of negligence.

Mr. F. J. Schuhl appeared for plaintiff and Mr. Fessenden for defendants. Mr. Fessenden said he wished to call two witnesses for the defence who were obliged to leave Shanghai immediately on their ship.

Capt. Ryland Drennan, commander of the *President Lincoln*, stated that he had been a master of ships for 15 years. He had heard of the accident that befell Mr. Husar. It occurred on the upper deck. As a matter of fact, not a beam, but an awning spreader fell on plaintiff's head. Witness considered that the fastening of the spreader was adequate for all weathers. He had had several conversations with Mr. Husar after the accident, both of them always having been very friendly. Very soon afterwards plaintiff was "skinned his usual course." He did not swim, as he had been in the habit of doing, but he danced.

Cross-examined by Mr. Schuhl, witness admitted that the spreaders were tied down after the accident.

Did the doctor lash them, or was the order issued by the Chief Officer? The doctor said he lashed them.

In answer to another question, witness said that each spreader weighed 10lb. to 15lb.

DISTRICT ATTORNEY'S AIM.

Dr. Christianberg Pederson, physician and surgeon on the vessel, said he was playing medicine ball on the top deck when the accident occurred to Mr. Husar. He was in the act of throwing the ball to witness. Mr. Husar, at the moment, was evidently blinded by the sun, for he threw the ball, weighing 1lb., in the wrong direction. The force of the ball was sufficient to lift the awning stay off its socket. Witness yelled to him to get out of the way, but he seemed to stand still and the spreader fell onto his head. He was not at all unconscious, only stunned. Witness examined and treated Mr. Husar. He sustained a laceration one inch above the right eye an inch and a quarter in length, involving the skin, some muscle fibres, but not the bone.

In cross-examination Mr. Schuhl asked if plaintiff's injury were calculated to affect his hair, and witness replied that it was not. Mr. Husar had never complained that the entire right side of his head was numbed after the accident, but he did say that the area above the laceration was numbed. Plaintiff seemed worried about a case in Shanghai, in which the patient afterwards contracted meningitis.

The case was then adjourned.

## CHINESE BANKERS' CONFERENCE.

IMPORTANT PROGRAMME.

The National Bankers' Association of China, which just closed its annual conference in Hankow, has put on record the following important resolutions:—

(1) The National Bankers' Association shall devise means of backing up Sir Francis Aglen in the consolidation of securities for all Government Bonds.

(2) The Government shall be asked to protect the preferential rights granted in the flotation of Government Loans, and all bankers' associations shall be circumscribed not to make any further individual loans to the Government until all domestic and foreign loans are properly consolidated.

(3) The 5 per cent. surtax for the purpose of the Loan Sinking Fund shall apply to domestic and foreign loans. An organization shall be formed to ascertain all liabilities. All Government bonds, loans to communications organizations, and those made by Chinese banks shall be safeguarded by bringing pressure to bear on the Government.

RAILWAY CAR LOANS.

(4) The Bankers' Association shall urge the Ministry of Communications to meet all loans contracted with foreign firms for cars on Government railways, so that the Chinese banks can maintain their credit in the transaction.

(5) Petitions shall be sent to the Ministry of Finance and the Societe Francaise de Commerce de la Banque Industrielle de Chine urging the reimbursement of the money that Chinese banks have advanced in redeeming their notes.

THE CURRENCY QUESTION.

(6) The Ministry of Finance shall be urged, by the Association to proceed with the operations of the proposed Shanghai Mint, for which a Director-General shall be appointed in accordance with the stipulations of the original contract.

(7) On account of the fact that local mints in China are issuing national subsidiary currencies of varying rates, there is now a growing tendency in local money markets in China to make daily quotations on such national currencies, and the Government shall be urged to take steps to eliminate other currencies.

(Continued at foot of next column.)

## PRESIDENT LI YUAN HUNG'S HOPES.

AN INTERVIEW.

CHINA'S POSITION NO WORSE THAN THAT OF MANY EUROPEAN COUNTRIES.

PEKING, April 25th.

In the course of an interview granted to Reuter's chief representative in the Far East, the President was good enough to answer a number of questions as follows:—

Question: The average foreigner outside of Peking, and indeed the average thinking Chinese, sees China as in a hopeless mess both politically and financially. Do you see things differently?

Answer: Appearances are often deceptive. China has immense recuperative power. There may appear to be financial chaos at the Capital and political and military strife throughout the country, but the Chinese people as a whole continue to work and produce. That is a fact worth remembering. If in the last analysis wealth is labour, as economists tell us, then China is surely wealthy. Of course, we are passing through a most difficult transition stage. And such stages in the life of a country are uncomfortable and disconcerting for the people who have to live through them. But they are inevitable periods in a country's evolution. We have got to make the best of them. After all, are the conditions today in China really worse than they are in Europe. Is the proportion of happy people in Europe greater than the proportion of happy people in China—I mean as compared with the respective populations? I doubt it. I doubt also whether such militarism as unfortunately we have in China will produce a bigger crop of trouble than the militarism that obtains today in Europe. I say so not because I think our militarism is anything but deplorable, but because it is only fair, in judging China, to preserve a proper perspective. China is taking no longer to settle down after her revolution than America did after hers, or France did after her first one. As regards financial difficulties and unpaid debts, there are other countries in the world, so-called civilized countries, which are in a far worse condition than we are. Indeed, as you must know, there is at this moment more than one Great Power that has made no provision whatever for the payment of its financial obligations. I am not here defending by implication the non-payment, no matter what the circumstances, of national financial obligations or suggesting that two wrongs make a right. But when I read some of the solemn lectures which foreign critics read to China I cannot help recalling the proverb about people who live in glass houses. But to return to the point. I am certainly not pessimistic about the future of China. China will recover and prosper. But it will take a little time, just as it took time for America and France to recover and prosper after their revolutions. Meanwhile China will need a forbearance and good-will that foreigners can show us.

Do you see much hope as regards the immediate future?

I do. Things often look at their worst just before they begin to improve. What precisely are the grounds for your hope?

It is difficult to explain. But generally speaking my hope is based on the good sense and maturity of Chinese people and the many signs of a growing public consciousness of the need for unity and peace. There is a growing detestation of militarism, a detestation, which, of course, springs from our terrible experiences of it.

But at present militarism is stronger than ever. What is going to break it?

The disbandment of superfluous troops would end it.

But how is disbandment to be brought about?

I believe it will follow as a natural consequence if Parliament passes the new Constitution. There is no provision in that Constitution for military governors and such like, so that its passage would sooner or later automatically eliminate them and thus it would take a little time, of course, to rid the country of about two millions of unwanted soldiers. If you put the cost of these troops at a hundred dollars a year each, that alone would mean a saving of two hundred million dollars. Besides that, provincial autonomy will be made a legal fact.

But powerful influence is being exerted against the passage of the Constitution?

I am aware of that. Still I think it will be passed.

When?

I think within three or four months. My view is that there should be no Presidential election until the Constitution has been passed.

Are any further steps being taken in connection with the Port Arthur lease?

Yes. We are continuing to negotiate in the matter.

Was there any truth in the talk about an opium monopoly?

Not so far as I am concerned. No power on earth could make me use the Presidential seal to re-legalize opium. Tell your friends at home that they need have no fear on that subject. I am pressing Parliament to deprive all opium smokers of all civil rights. No Chinese Government could ever agree again to an opium monopoly.

SUPERVISION OF LOANS.

(8) The National Bankers' Association shall work together with the National Associated Chambers of Commerce in organizing a People's Committee for the Supervision of Government Loans.

(9) The Shanghai Association shall be recognized as the executive organ of the National body, which for the present will not establish any headquarters.

(10) In view of the undesirable consequences of banks issuing prize-drawings savings bonds, the Association shall urge the Government to take strict measures to prohibit this practice by Chinese banks.

## INTIMATIONS

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Office of Messrs. JARDINE, MATHESON & CO., LIMITED, Pedder Street, Victoria, in the Colony of Hong Kong, on THURSDAY the 24th day of MAY, 1923, at 11.30 A.M. O'clock in the Forenoon:—

1.—For the purpose of considering, and, if thought fit, passing an Extraordinary Resolution to the effect:—

(a) That the Conditional Agreement submitted to the meeting for the amalgamation with this Company of the Hongkong Central Estate Limited upon the terms (inter alia) of the acquisition by this Company of the complete undertaking, business, goodwill and property of the Hongkong Central Estate Limited in return for that Company of 40,000 shares of the nominal value of \$25 each credited as fully paid up, being four shares of \$25 each of this Company for each share of \$100 each of The Hongkong Central Estate Limited, be and the same is hereby approved and that the Directors be and they are hereby authorized to carry the said Agreement into effect with such (if any) modification either before or after the execution thereof as they may think fit.

A copy of such said Conditional Agreement may be inspected at any time during business hours at the Registered Office of the Company, Victoria Building, Queen's Road Central, Victoria aforesaid, and at the office of Messrs. Deacon, Harston and Shenton, 1, Des Voeux Road Central, Victoria aforesaid, Solicitors to the Company.

2.—For the purpose of considering, and, if thought fit, approving the draft new Memorandum of Association of the Company which will be submitted to the meeting.

A print of such new Memorandum of Association and a print of the existing Memorandum of Association of the Company may be seen at the Registered Office of the Company, Victoria Building, Queen's Road Central, Victoria aforesaid, and at the office of Messrs. Deacon, Harston and Shenton, 1, Des Voeux Road Central, Victoria aforesaid, Solicitors for the Company, and the portions of the proposed new Memorandum of Association which differ from the existing Memorandum of Association are indicated by being underlined in red.

Should the meeting approve of such new Memorandum of Association, with or without modification, the subject Resolution will be proposed as an Extraordinary Resolution, namely:—

(b) That the provisions of the Company's Memorandum of Association with respect to its objects be altered so as to read as shown in the print signed for the purpose of identification by the Chairman of this meeting.

3.—For the purpose of considering, and, if thought fit, approving the draft new Articles of the Company which will be submitted to the meeting.

A print of such new Articles and a print of the existing Articles may be seen at the Company's said Registered Office and at the said office of Messrs. Deacon, Harston and Shenton. In such print the portions of the proposed new Articles which differ from the existing Articles are indicated by being underlined in red.

Should the meeting approve of such new Articles, with or without modification, the subject Resolution will be proposed as an Extraordinary Resolution, namely:—

(c) That the new Articles already approved by this Meeting and for the purpose of identification subscribed by the Chairman thereof be and the same are hereby adopted as the Articles of the Company to the exclusion of and in substitution for all the existing Articles thereof.

Should the above-mentioned Resolutions (b) and (c) be passed by the required majority they will be submitted for confirmation as Special Resolutions to a further Extraordinary General Meeting which will be subsequently convened.

Should the second of the above Resolutions (b) be confirmed as a Special Resolution by the requisite majority, the alterations in the Company's Memorandum of Association consequently involved will be submitted to the Supreme Court of Hong Kong for confirmation.

Dated this 17th day of April, 1923.

By Order of the Board,  
L. S. GREENHILL,  
Secretary.

N.B.—The necessary steps will be taken to divide each of the existing 50,000 shares of \$100 each constituting the present Capital of \$5,000,000 into four fully paid up shares of \$25 each and thereafter to increase the said Capital from \$5,000,000 to an Authorized Capital of \$10,000,000 by the creation of 200,000 new shares of \$25 each.

[735]

TO BE LET.

FIVE ROOMED HOUSE at the PEAK. Nicely Furnished. Moderate Rent. From MAY 15th, for 5 Months or One Year whichever preferred.

Write Box X.G.,  
c/o Daily Press Office.

[776]

TO LET.

FURNISHED. 2, STEWART TERRACE, PEAK. Apply  
H. E. POLLOCK,  
Prince's Buildings.

[774]

TO LET.

OFFICES in UNION BUILDING—Fourth Floor. Apply  
UNION INSURANCE SOCIETY OF CANTON, LTD.

[169]

TO LET.

ONE EUROPEAN FLAT in "LEE BUILDING" Wanchai Gap Road. Apply to No. 32, Kennedy Road.

[669]

TO LET.

SEVEN-ROOMED DETACHED HOUSE with Tennis Lawn and Garage for Two Cars. Apply to—  
PERCY SMITH, SETH & FLEMING.

[652]

TO LET.

TWO OFFICE ROOMS, Top Floor, 6 Queen's Road Central. Apply  
GANDE, PRICE & CO., LTD.

[110]

properly.—ADVS.

## INTIMATIONS

THE HONGKONG CENTRAL ESTATE LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the above Company will be held at the Office of Messrs. JARDINE, MATHESON & CO., LIMITED, Pedder Street, Victoria, in the Colony of Hong Kong, on THURSDAY the 24th day of MAY, 1923, at 11.30 A.M. O'clock in the Forenoon:—

1.—That it is expedient to effect an amalgamation of this Company with the Hongkong Land Investment and Agency Company Limited, and with a view thereto this Company be wound up voluntarily and that Hon. JAMES SMITH, of Victoria in the Colony of Hong Kong be and he is hereby appointed Liquidator for the purpose of such winding up.

2.—That the Conditional Agreement submitted to the Meeting for the amalgamation of this Company with The Hongkong Land Investment and Agency Company Limited upon the terms (inter alia) of the acquisition by The Hongkong Land Investment and Agency Company Limited of the complete undertaking, business, goodwill and property of this Company in return for the issue to this Company of 40,000 shares of The Hongkong Land Investment and Agency Company Limited of the nominal value of \$25 each credited as fully paid up, being four shares of \$25 each of this Company for each share of \$100 each of this Company, be and the same is hereby approved and that the Liquidator be and he is hereby authorized, pursuant to Section 185 of The Companies Ordinance 1911 to adopt the said Agreement and carry the same into effect with such (if any) modifications either before or after the execution thereof as the said Liquidator may think expedient.

N.B.—A copy of such said Conditional Agreement may be inspected at any time during business hours at the Registered Office of the Company, Victoria Building, Queen's Road Central, Victoria aforesaid, and at the office of Messrs. Deacon, Harston and Shenton, 1, Des Voeux Road Central, Victoria aforesaid, Solicitors to the Company.

3.—That the aforesaid 40,000 shares of the Hongkong Land Investment and Agency Company Limited shall in pursuance of clause 8 of the aforesaid Conditional Agreement be allotted as and from the 2nd day of July, 1923, to members who are on the Register of Shareholders of this Company on the date of the confirmation by this Company of the Special Resolution confirming the said Agreement.

AND NOTICE IS HEREBY ALSO GIVEN that a FURTHER EXTRAORDINARY GENERAL MEETING of the Company will be held at the same place on THURSDAY, the 24th day of MAY, 1923, at 11.30 A.M. for the purpose of receiving a Report of the Proceedings at the above-mentioned Meeting and of confirming, if thought fit, as Special Resolutions the above mentioned Resolutions.

Dated this 17th day of April, 1923.

By Order of the Board,  
L. S. GREENHILL,  
Secretary to the General Managers.

N.B.—The necessary steps will be taken to divide each of the existing 50,000 shares of \$100 each constituting the present Capital of \$5,000,000 of The Hongkong Land Investment and Agency Company Limited into four fully paid-up shares of \$25 each and thereafter to increase the said Capital from \$5,000,000 to an Authorized Capital of \$10,000,000 by the creation of 200,000 new shares of \$25 each.

[735]



# MOVING THE TELEPHONE SUBMARINE CABLES. A DIFFICULT TASK COMPLETED.

The work of moving the telephone submarine cables, connecting Hongkong and Kowloon, has just been completed after some weeks of tedious work, and the China and Japan Telephone Company is to be congratulated on having performed the job without inconvenience to the telephone service across the harbour. Mr. D. Tolan, the engineer of the Company, had charge of the operation.

The necessity for this removal arose from the fact that reclamation work is in progress in the vicinity of the cable house at North Point making the transfer of the submarine cables necessary to a position further East. At the same time it was decided to narrow down the reserved water area marking the track of the artery across the harbour. This narrowing down process did not affect the whole of the distance across, but only for 800 yards, out from the Hongkong side, the other half of the reservation remains unchanged and cables come up out of the water on the Kowloon side between the Kowloon Docks and Hungshom, as formerly.

Some idea of the difficulties which the task presented can be drawn from a few interesting facts gleaned from Mr. Tolan. In the first place it was no easy matter to dig out the cables from the layers of mud and sand which had silted over them during their long period of repose, and at the same time ensure that no damage was done to the arteries which were in constant use all the time. As these cables weigh between forty and fifty tons each many junks had to be engaged in the transfer. By bit the cables were drawn up to the surface and there fastened to the bows of junks which were stationed about every fifty yards apart. Directly the 800 yards of cable, which required moving, was drawn to the surface the junks moved in line to the new position Eastwards and there it was dropped back on to the harbour bed.

Once the cables were raised to the surface the actual work of moving them did not take long—in one case five days and in the other one day. In the first case the cable was moved a distance of 150 yards from West to East; in the other case it was only moved 60 yards. This was an easy part of the task, the difficult part being in the digging out of the arteries which had become very firmly embedded in the sand and mud. Divers and Chinese dredgers had to be employed on the work. Near the foreshore no less than fifteen feet of sand had to be dug away before they should be pulled up and in other spots the divers had to dig trenches round about the cables.

Later on it is proposed to move the cable house at North Point so as to bring it more into alignment with the track of the cables across the harbour.

## SPORT.

### LAWN TENNIS.

#### HONGKONG LAWN TENNIS ASSOCIATION.

##### TENNIS LEAGUE—"A" DIVISION.

C.R.C. beat Kowloon, 57-42.  
I.R.C. beat Hongkong, C.C., 62-47.  
University beat Club de Recreo, 66-43.  
U.S.R.C. beat Civil Service.

	P.	W.	L.	Pts.
C.R.C.	2	2	0	2
I.R.C.	1	1	0	1
University	1	1	0	1
U.S.R.C.	1	1	0	1
Civil Service	2	0	2	0
Club de Recreo	1	0	1	0
Hongkong C.C.	1	0	1	0
Kowloon C.C.	1	0	1	0

##### "B" DIVISION.

There ought to be a very good fight in the Second Division. Queen's College, the Chinese, the Indians and the University, have each shown they have strong teams, with Queen's College at present favourite.

	P.	W.	L.	Pts.
Queen's College	2	2	0	2
C.R.C.	2	2	0	2
I.R.C.	2	1	1	1
Civil Service	2	1	1	1
Craigengower "B"	2	1	1	1
University	1	1	0	1
Kowloon "A"	1	1	0	1
Kowloon "B"	2	0	2	0
Craigengower "A"	2	0	2	0
Netherlands, T.C.	1	0	1	0
Club de Recreo	1	0	1	0

### RIFLE SHOOTING.

H.M. Dockyard Rifle Club are the winners of the Hongkong Rifle League Competition for the season 1922-23, and the Taikeo Rifle Club runners-up, being only a match behind. The annual "Champions v. the Rest of the League" match took place on Saturday at Tai Hang, and the Champions beat the Rest by three points only.

# SERIOUS CHARGE AGAINST KNITTING OPERATIVE. ALLEGED WILFUL DAMAGE TO MACHINERY.

The case, in which a Chinese knitting operative, named Lo Cheuk, is charged with unlawfully and maliciously breaking, damaging with intent to destroy or render useless, certain knitting machinery, was opened at the Magistracy yesterday afternoon before Mr. J. R. Wood. Two further charges of threatening his master, Ho Sui Po, and another knitting factory proprietor, Chan Sum Wing, are also preferred against the defendant.

Mr. R. E. A. Webster appeared for the complainant, Inspector T. Murphy for the Police and Mr. C. A. S. Russ for the defendant.

Mr. Webster said the complainant in the first and second charges was the manager of the Yau Sang Knitting Factory at No. 62, Shanghai Street. This factory had been opened for the past six weeks and there were 19 machines in the establishment, four of which were used for knitting the upper parts of socks, the other fifteen being used for knitting the foot—the toe and heel of the sock. The fifteen machines were dependent on the four machines which knitted the upper. The defendant was one of four men in charge of the machines and he had been employed in the factory since its commencement. He had charge of the four machines (doing the upper work) and was employed on night duty together with another man named Tam Choo. On April 18th it was first noticed that something was wrong with the machines. The four used for knitting the uppers had stopped. The complainant called the men together including the defendant and got them to repair the machinery. On the following night complainant found that the four machines were all out of gear—little screws had been taken out, and knitting needles had been put wrong way in. The complainant asked the two men or night duty—the defendant (Lam Chuen) and Tam Choo—to repair the machines but they did not do so. This was at 7 o'clock in the morning. During that morning the complainant sent for Chan Sum Wing, the proprietor of a knitting factory at No. 217, Portland Street, and when he came he was asked to repair the machinery. While Chan Sum Wing was overhauling the defendant, accompanied by three other men, came in from drinking tea. They had refused to work. The accused was then alleged to have said: "Who ever dares to assist in repairing these machines will be killed." This threat, added Mr. Webster, proved more than enough for Chan Sum Wing for he went away. Later on the machines were repaired and the complainant reported the matter to the police. A detective was sent with the complainant to the Weavers' Association at No. 307, Shanghai Street. Nobody was found there. At 5 p.m. the same day when Ho Sui Po, Chan Sum Wing and another man, Wong King Kim, were discussing the matter in the complainant's office, the defendant came in, but apparently he left his friends outside. He addressed the complainant in the presence of the two other men in the following words: "How dare you report me to the police and to my Association? Do you want to die?" The man was arrested in the office by the police.

The Magistrate: What is the motive? Mr. Webster replied that he thought it was simply to stop the work. It was difficult to really fix the motive. He understood the men were comfortably employed. The motive was rather a mystery. The complainant in the witness-box, cross-examined by Mr. Russ, admitted that the machines were not new ones but could not give any idea as to their age. Mr. Russ's contention was that the machines were ten years old and that they often needed repairing. After further evidence for the prosecution had been taken the case was adjourned.

The Magistrate: Well, if I don't fine you, you will only do it again. You are fined \$1.

Traffic Inspector Kent: There is another summons against the defendant. The Magistrate: Oh, is there? I see there is another charge against you that on April 20th you did unlawfully drive motor-car No. 101 at a rate exceeding 10 miles per hour in the controlled area of Bonham Road. Do you plead guilty?

The defendant: That is right. I must have been driving at about 15 miles per hour.

Inspector Kent, in reply to the Magistrate, said that the defendant was fined \$15 in January last for reckless driving in Upper Albert Road in the same car. The Magistrate imposed a fine of \$10.

The Magistrate remanded the case to Friday afternoon.

The Magistrate remanded the case to Friday afternoon.

The Magistrate remanded the case to Friday afternoon.

## CANTON NEWS.

There is no news of any startling development in the fighting at Canton. Some 1,500 Kwangsi troops have been surrounded and disarmed at Kwantia, on the Canton-Hankow railway. Dr. Sun's forces have been strengthened by 10 battalions sent by General Hsu Chung Chi, commanding the Cantonese Army from Fokien, and these are taking up positions on the North River front; while other troops have been ordered to clear Shen's forces from the West River region.

## WEST RIVER TRAFFIC STILL HELD UP.

Enquiries made yesterday afternoon go to show that West River traffic is still suspended. Most of the West River steamers are still in port, but the s.s. *Kuching* got out on Sunday with the idea of trying to pass through the danger zone. Her attempt was the cause of much speculation amongst the River skippers and yesterday many who doubted the success of the enterprise were informed that a telegram had been received that she had got as far as Samshui and that she was prevented from proceeding further. Up to the present she had not returned to port. Possibly her skipper (Capt. Jones) is waiting for the chance of making his way through the middle Lam Yung Gorge where fighting is apparently taking place.

Meanwhile supplies of poultry and firewood which come into Hongkong in large quantities from the West River districts are cut off.

## COMPANY REPORT. CANTON INSURANCE OFFICE. LIMITED.

The report for presentation to the shareholders at the forty-second ordinary meeting of this Company reads:—

The General Agents and Consulting Committee have pleasure in submitting a statement of the affairs of the Office made up to 31st December, 1922, in Sterling and Hongkong currency.

1921 Account.—After paying an interim dividend of \$18 per share on 10th May, 1922, the amount standing to the credit of this account is \$1,173,378.15.

This is resolved to deal with in the following manner:—  
To pay a final dividend of \$22 per share ..... \$ 230,000.00  
To add to sterling reserve fund \$25,000 ..... 25,000.00  
To add to reinsurance fund 125,000.00  
To add to underwriting suspense account to close the year 1921 ..... 604,078.00  
\$1,173,378.15

1922 Account.—The amount standing at credit of this account is \$2,352,375.41. Out of this the General Agents and Consulting Committee have declared an interim dividend of \$18 per share absorbing \$180,000.00. The balance of \$2,172,375.41 will be carried forward.

Consulting Committee.—Messrs. A. M. Bowes-Emlith and H. W. Sassoon resigned their seats on account of their departure from the Colony and Messrs. A. H. Compton and A. S. Gubbay were invited to fill the vacancies.

The Hon. Sir Paul Chater, C.M.G.; Sir Robert Ho Tung, Messrs. E. J. Chapman, A. H. Compton, A. S. Gubbay, R. Humphreys, T. E. Pearce and H. P. White retire but, being eligible, offer themselves for re-election.

## MOTOR CAR CASES. EUROPEAN FINED FOR EXCEEDING SPEED LIMIT.

Two charges of failing to produce his licence and of exceeding the speed limit were preferred against Mr. Van der Steen at the Magistracy, yesterday, before Mr. Melbourne.

The defendant pleaded "guilty" to the first charge of failing to produce his licence whilst driving motor-car No. 101, in Caine Road, at 5.55 p.m. on April 20th, and when asked why he did not produce the licence said that he forgot to change it when he changed his clothing.

The Magistrate: Well, if I don't fine you, you will only do it again. You are fined \$1.

Traffic Inspector Kent: There is another summons against the defendant.

The Magistrate: Oh, is there? I see there is another charge against you that on April 20th you did unlawfully drive motor-car No. 101 at a rate exceeding 10 miles per hour in the controlled area of Bonham Road. Do you plead guilty?

The defendant: That is right. I must have been driving at about 15 miles per hour.

Inspector Kent, in reply to the Magistrate, said that the defendant was fined \$15 in January last for reckless driving in Upper Albert Road in the same car. The Magistrate imposed a fine of \$10.

## MAJOR GENERAL SIR JOHN FOWLER.

The *N.Y. Daily News* of April 27th says:—

The Shanghai Volunteer Corps has had no more popular inspecting officer than Major-General Sir John Fowler, K.C.M.G., who arrives to-day from Hongkong. His early days as a soldier included a most thrilling episode, one which presented him taking part in the defence of Chitral—the exploit which first brought Sir Charles Townshend (subsequently of Kut fame) into prominence. Sir John Fowler was at that time on his way to Chitral when the trouble broke out, and as a result of treachery was made prisoner by the tribesmen of the district. It is one of the marvels of the case that he was not murdered, but fortune favoured him and after a month he was sent to the headquarters of the force which had been despatched for the relief of the beleaguered garrison. His promotion in the years following that episode was sure and steady, and the outbreak of war found him in charge of the British Army Signals, a comparatively small department in those days but as the Army grew destined to attain very great dimensions. And Sir John remained as Director of this organization throughout the whole war, and thanks to him it maintained the same efficiency throughout as in the days of the "Contemptibles." He will receive a very warm welcome here, particularly from those Volunteers who had the pleasure of meeting him a year ago.

## BANQUE INDUSTRIELLE DE CHINE.

EXPLANATION BY M. PHILIPPE BERTHELOT.

In view of reports that proceedings may be taken against him in regard to the affairs of the Banque Industrielle de Chine, M. Philippe Berthelot, formerly Secretary-General of the French Ministry of Foreign Affairs, has issued a statement explaining his personal action in the matter and that of the Government.

He declares that the money handed to him in November, 1919, by his brother, M. André Berthelot, then president of the directorate of the B.I.C., had nothing to do with the Bank. On the eve of his marriage, M. André Berthelot wished to reserve for his brothers and their families the greater part of his fortune—the part which was not involved in the Bank's affairs. It was arranged that the money should be returned to M. André Berthelot if ever he should need it, and this was done at the beginning of 1921, when the Bank was in difficulties. The money was placed at the disposal of the B.I.C., although the Bank had not the slightest claim on it.

As to the part played by the Ministry of Foreign Affairs in the matter, M. Philippe Berthelot states that it was usually the Ministry which called on the Bank for political help in Eastern affairs rather than the Bank that appealed to the Ministry. Between 1913 and 1920 there were rare and entirely disinterested interventions by the Ministry in the Bank's affairs. M. Berthelot urges that he took action much more frequently in favour of the Banque de l'Indo-Chine. He also ridicules the suggestion that two brothers in close association would need to buy one another with money in order to ensure mutual co-operation.

## THE COTTON SUPPLY.

"World stocks of cotton are low," says *Commerce Monthly*, the magazine of the National Bank of Commerce, "especially in view of the poor outlook for a large American crop this year, but it is to be recognized that high prices and political difficulties are curtailing the demand outside the United States and that stocks in this country are above the pre-war level for this time of year."

"One reason for the small stocks abroad is a tendency, which has developed in late years, for foreign countries to distribute their importations more evenly throughout the season instead of obtaining the bulk of their supply in the opening months. In the United States the supply of lint cotton at the end of February was about 5,580,000 bales, a decrease of some 1,850,000 bales since a year ago, and the smallest stock for that date since the beginning of the war. Domestic consumption this season has been at a rate 17 per cent. above that in 1913-14 and unless there is a curtailment here or in the usual export programme, the carryover at the end of the season may not exceed 700,000 bales as compared with 2,832,000 last season and 1,500,000 in pre-war years. There will doubtless be an increased acreage planted in cotton this year but the handicaps of labour and scarcity in some sections of the South and of the boll weevil in practically all sections make the size of the coming crop entirely problematical."

As against the apparent shortage it is to be considered that India, after a period of more active buying, has again largely withdrawn from the market for piece goods, that China continues to limit its imports to small quantities and that disturbed conditions in Turkey, ordinarily the third largest buyer of goods, have curtailed purchases. The British and German cotton industries reflect these limitations, and also the effect of high cotton prices and, particularly in Germany, the upset European political situation. Foreign stocks of cotton may, therefore, prove adequate to meet present needs.

American stocks are now somewhat above the stocks held at the close of February, 1914. Stocks at that time may be taken as fairly representative of pre-war February stocks of cotton. Based upon the consumption in February the mill stocks at the close of the month were equivalent to 100 days' supply this year as compared with 95 days in 1922 and 105 days in 1914.

# HOUSEHOLD REQUISITES

Johnson's Floor Wax ...	...1 lb. tin 1.25, 4 lb. 4.50
Sanitas " " " " " "	... " " " " " 1.25
Adam's Furniture Polish ...	... per bottle .75
Meltonian " " " " " "	... " " " " " .75
Scrub's Ammonia ...	... " " " " " .75
French Chalk ...	... per tin .55
Dutch Cleanser ...	... " " " " " .25
Carpet Soap ...	... " " " " " tablet .40
Knight's Primrose ...	... " " " " " bar 1.00
Local Soap (20 bars) ...	... " " " " " box 4.50
Scrub's Ammonia ...	... " " " " " bottle .75
Goddard's Plate Powder ...	... " " " " " packet .45
Babbitt's Lye ...	... " " " " " tin .35
Sanitas Disinfectant ...	... " " " " " 2.70
Dubbin ...	... " " " " " .75
Fels Naptha Soap ...	... " " " " " bar .20
Ivory Soap ...	... " " " " " tablet .20
Twink (all colours) ...	... " " " " " packet .40

## LANE, CRAWFORD, LTD.

## LANE, CRAWFORD LIMITED.

EST. 1850.

### SHIPCHANDLERY DEPT.

COMPLETE SHIPS' OUTFITS.  
DECK AND ENGINE ROOM STORES.  
OILS, PAINTS AND VARNISH IMPORTERS.  
ENGINEERS' TOOLS, INDICATORS, COUNTERS, Etc.  
PACKING AND ASBESTOS GOODS.  
AGENTS FOR DOBBIE MOINNES' NAUTICAL SPECIALTIES.

## COLUMBIA

### LATEST DANCE RECORDS

LITTLE ROVER FOX-TROT  
PEGGY DEAR  
I'VE BEEN WANTING YOU  
THE CLINGING VINE  
STARLIGHT BOY  
DEAREST  
AGGRAVATING PAPA  
LOOSE FEET

AT  
ANDERSON'S

OPPOSITE WISEMAN'S.

TEL. 1322.

# Powell

TELEPHONE C. 346.

## JUST RECEIVED.

## DAINTY SUMMER HATS

AND

## WHITE VOILE DRESSES.



## NEW ADVERTISEMENTS

**IMPORTANT EXPORT FIRM** of the Food Staff Trade wants to appoint only First Class, Well Recommended AGENTS, who are thoroughly acquainted with the Trade, for German and Foreign Foodstuffs of Every Kind. Berries, Wines, Spirits, Tobacco Goods, etc. Offers, stating references, invited to CHARLES BOSE, Spitalerstrasse 18 (Stuttgart, HAMBURG (Germany).

## NOTICE.

WE have authorized Mr. K. KASTMANN to Sign our Firm Per Procuration as from THIS DATE on.

BORNEMANN & CO. [797]  
Canton, 1st May, 1923.

## NOTICE.

## BORNEMANN &amp; CO.

WE have THIS DAY commenced Business as General Merchants, Importers, Exporters and Commission Agents in Hongkong/Canton. The Firm of ZEDLIUS WESTPHAL & CO. CANTON, has been taken over by us as a Going Concern. BORNEMANN & CO. Temporary Office in Hongkong: No. 298, Des Vaux Road Central. Hongkong/Canton, 1st May, 1923. [798]

## SUZUKI &amp; COMPANY.

## NOTICE.

NOTICE IS HEREBY GIVEN that the Business heretofore carried on by SUZUKI & CO., Ltd., a Company established and registered in the Empire of Japan, with a Capital of Yen 80,000,000 (Yen 80,000,000 paid up).

NOTICE IS FURTHER GIVEN that SUZUKI & CO., LTD., will manage and continue all the Business entered into by SUZUKI & CO., and will be responsible for the due payment of all liabilities of that Firm.

SUZUKI & CO.,  
By their Attorney,  
ICHIRO KAWAGUCHI.

SUZUKI & CO., LTD.,  
By their Attorney,  
ICHIRO KAWAGUCHI.

1st May, 1923. [794]

## NOTICE TO CONSIGNEES.

The Steamship "NIPPON."

FROM TRIESTE, VENICE, BRINDISI, PORT SAID, MASSAUA, ADEN, COLOMBO, PENANG AND SINGAPORE.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong & Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before last call. No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 17th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 7th inst., at 10 a.m., by our Surveyors, Messrs. GODDARD & DOUGLAS.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & CO., LTD., Agents.

Hongkong, 1st May, 1923. [795]

## THE HONGKONG SMALL INVESTORS' SHARE AND REAL ESTATE CO.

**BUYERS OF CANTON LOTS.**  
DAIRY FARMS.  
EVO COTTAGES.  
HONGKONG CEMENTS.  
HONGKONG ELECTRICS.  
HONGKONG ROSES.  
KOWLOON WHARVES.  
ORIENTAL COTTONS.  
SHANGHAI DOCKS.

**SELLERS OF HONGKONG REALTIES.**  
HUMPHREY'S ESTATES.  
COLONIAL DISPENSARIES.  
ON LOK YUEN RESTAURANTS. [897]

## NOTICE.

REGINALD KEVIN AUSTIN has THIS DAY been admitted Member of, and has been authorized to Sign the Name of, our Company. ROBERT JARDINE PATERSON has been authorized to Sign for the Company "Per Procuration."

JARDINE, MATHESON & CO., LTD.  
Hongkong, 1st May, 1923. [789]

## NOTICE.

AS from TO-DAY'S DATE and during the Absence of Mr. FREDERICK CHARLES HALL, we have authorized Mr. HENRY WILLIAM MOON to Sign Insurance Policies as Manager of our Insurance Department.

JARDINE, MATHESON & CO., LTD.  
Hongkong, 1st May, 1923. [790]

## TO ALL TO WHOM IT MAY CONCERN.

NOTICE IS HEREBY GIVEN that the YOUNG MEN'S CHRISTIAN ASSOCIATION OF HONGKONG intends to apply to the Legislative Council of Hongkong for a Bill to provide for the Incorporation of the Directors of the YOUNG MEN'S CHRISTIAN ASSOCIATION OF HONGKONG.

Dated this 30th day of April, 1923.  
H. K. FOLLOCH,  
President.

YOUNG MEN'S CHRISTIAN ASSOCIATION OF HONGKONG. [791]

## INTIMATIONS

## NOTICE OF REMOVAL.

THE Office of THE HOLLAND-CHINA TRADING CO., will be REMOVED on the 30th APRIL to the New Building, 67/69, Des Vaux Road Central (Entrance Pottinger Street). [775]

## HONGKONG &amp; SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that Definitive Certificate No. 5/18, 6456 dated 21st December, 1920, for 35 Shares numbered 24918 to 24919, 37935 to 37940, 34506 to 34511, 35843 to 35857; Provisional Certificate No. 57/768 dated 30th May, 1921, for 11 Shares numbered 130243 to 130253 and Provisional Certificate No. 57/1045 for 1 Share numbered 131429 all registered in the name of Mr. SIN YEE SICKQUA are reported to have been destroyed by fire; and should these certificates not be produced to the Bank before the 13th day of May, 1923, New Certificates for the Shares will be issued and the aforesaid Definitive Certificate No. 5/18, 6456 and Provisional Certificates Nos. 57/768 and 57/1045 will be thereafter treated by this Corporation as Null and Void.

By Order of the Board of Directors  
A. G. STEPHEN,  
Chief Manager.

Hongkong, 13th April, 1923. [705]

## CANTON-KOWLOON RAILWAY.

TENDERS FOR THE SUPPLY OF LIQUORS AND REFRESHMENTS ON THE THROUGH TRAINS ON THE ABOVE RAILWAY.

IT IS HEREBY NOTIFIED that SEALED TENDERS which should be clearly marked "TENDER FOR THE SALE OF REFRESHMENT AND LIQUORS ON THE THROUGH TRAINS ON THE CANTON-KOWLOON RAILWAY" will be received at the Head Office of the Chinese Section at Tai Fia Tou until Noon of THURSDAY, MAY 3rd, 1923.

Forms of Tender and full particulars may be obtained at the Head Office of the Chinese Section at Tai Fia Tou or at the Head Office of the British Section at Kowloon.

The Railway does not bind itself to accept the Highest or any Tender.

R. BAKER, WEN TEH CHANG,  
Manager, Managing Director,  
British Section, Chinese Section.

Canton, 26th April, 1923. [776]

## HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.

## NOTICE OF CALL.

ISSUE OF 95,000 SHARES OF THE NOMINAL VALUE OF \$10 EACH (\$2.50 PAID UP).

NOTICE IS HEREBY GIVEN that the Second Call of \$2.50 per Share on Each of the 95,000 Shares allotted on the 8th day of November, 1922, has been made by the Company, and that such Call will be payable to the Company's Bankers, THE HONGKONG & SHANGHAI BANKING CORPORATION, at Hongkong, on the 15th day of MAY, 1923.

For and on Behalf of the  
HONGKONG ENGINEERING AND CONSTRUCTION CO., LTD.,  
F. J. EASTERBROOK,  
Acting Secretary.

Dated the 24th day of April, 1923. [765]

## IN THE SUPREME COURT OF HONGKONG.

## COMPANIES WINDING-UP.

No. 2 of 1923.

## R. REISS BROTHERS, LTD.

NOTICE IS HEREBY GIVEN that a Petition for the Winding-up in Hongkong of the above-named Company by the Supreme Court of Hongkong was, on the 27th day of APRIL, 1923, presented to the said Court by the Company.

On the filing of such Petition the Court made an Order that the Official Receiver be appointed Provisional Liquidator for the purpose of taking possession of collecting in and protecting the estate and effects in Hongkong of the said Company and for carrying on the said Company so far as may be beneficial for the Winding-up thereof until further order and further that, until further order, Mr. ARTHUR RYLANDS LOWE, a partner in the Firm of Lowe, Higham & Matthews, of Victoria, Hongkong, Chartered Accountant, be appointed to act as Special Manager to assist the Provisional Liquidator in his duties.

Dated the 30th day of April, 1923.  
DEACON, HARSTON & SHENTON,  
Solicitors for the Company,  
No. 1, Des Vaux Road Central,  
Victoria, Hongkong.

## IN THE SUPREME COURT OF HONGKONG.

## COMPANIES WINDING-UP.

No. 2 of 1923.

## R. REISS BROTHERS, LTD.

NOTICE IS HEREBY GIVEN that a Petition for the Winding-up in Hongkong of the above-named Company by the Supreme Court of Hongkong was, on the 27th day of APRIL, 1923, presented to the said Court by the Company. And that the said Petition is directed to be heard before the Court sitting at 10.30 o'clock in the Forenoon on the 17th day of MAY, 1923; and any creditor or contributory of the said Company desirous to support or oppose the making of an Order on the said Petition may appear at the time of hearing by himself or by Counsel for that purpose; and a copy of the Petition will be furnished to any creditor or any contributory of the said Company requiring the same by the undersigned on payment of the regulated charge for the same.

DEACON, HARSTON & SHENTON,  
Solicitors for R. REISS BROTHERS, LTD.,  
No. 1, Des Vaux Road Central,  
Victoria, Hongkong.

NOTE:—Any person who intends to appear on hearing of the said Petition must serve on or send by post to the above-named solicitors writing of his intention to do so. The notice must state the name and address of the person, or, if a firm, the name and address of the firm, and must be signed by the person or firm, or his or their Solicitor (if any) and must be served, or if posted, must be sent by post in sufficient time to reach the above-named not later than 6 o'clock in the afternoon of the 16th day of May, 1923. [782]

## INTIMATIONS

## THE HONGKONG JOCKEY CLUB.

THE SECOND GYMKHANA MEETING will be held (Weather Permitting) at HARRY VALLEY, on SATURDAY, 5th MAY, commencing 3.15 P.M. The Charge for Admission to the Public Enclosure will be \$1.00. Soldiers and Sailors in uniform Half Price. Members are advised that they must show their Badges to obtain Admission to the Members' Enclosure.

Each Member has the right of introducing 3 Non-members to the Members' Enclosure. Tickets for whom can be obtained from Messrs. LINTHARD & DAVIS, at \$5.00 each up to Friday, 4th May.

The Stewards invite the Ladies of Hongkong to be present. [755]

## NOTICE.

## A. S. WATSON &amp; CO., LTD.

ONE Certificate for 3 Shares Nos. 12693/12695 and One Certificate for 3 Shares Nos. 12696/12698 in this Company, standing in the Name of LI HIM U and LI U CHEONG respectively have been LOST, and if at the Expiration of One Month from the Date hereof the above documents be not forthcoming, other Certificates for the said Shares will be issued by the Company and thereafter no other will be acknowledged.

A. S. WATSON & CO., LTD.  
Hongkong, 5th April, 1923. [684]

## LANE, CRAWFORD, LTD.

NOTICE IS HEREBY GIVEN that the FIRST ANNUAL ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the HONGKONG HOTEL, on SATURDAY, 5th MAY, at Noon.

THE TRANSFER BOOKS of the Company will be CLOSED from 25th April, 1923, to 5th May, 1923, both days inclusive.

By Order of the Board of Directors,  
S. J. JORDAIN,  
Secretary.

## THE CANTON INSURANCE OFFICE, LIMITED.

## NOTICE TO SHAREHOLDERS.

THE FORTY-SECOND ORDINARY GENERAL MEETING OF SHAREHOLDERS will be held at the Office of the Undersecretary on THURSDAY, the 10th MAY, 1923, at Noon, for the purpose of receiving the Report of the General Agents, together with a Statement of Accounts for the year ended the 31st December, 1922.

The SHARE REGISTER and TRANSFER BOOKS will be CLOSED from the 25th instant to the 10th May, 1923, both days inclusive.

JARDINE, MATHESON & CO., LTD.,  
General Agents.

Hongkong, 19th April, 1923. [738]

## HONGKONG CENTRAL ESTATE, LTD.

NOTICE IS HEREBY GIVEN that a GENERAL MEETING OF THE DEBENTURE HOLDERS of the above-named Company, constituted by Trust Deed dated the 30th day of May, 1914, and registered in the Land Office by Memorial No. 55358, and made between the said Company of the one part and The Honourable Mr. DAVID LINDALE and NEWTON JOHN STARR (now Sir NEWTON JOHN STARR, Kt.) as Trustees of the other part supplemented by an Indenture of Assignment made between the same parties and dated the 1st day of November, 1916, and registered in the Land Office by Memorial No. 61189 (both of which are hereinafter included in the expression "the said Debenture Trust Deed") will be held at the Office of Messrs. JARDINE, MATHESON & CO., LTD., Pedder Street, Victoria, in the Colony of Hongkong, on WEDNESDAY, the 2nd day of MAY, 1923, at 11.30 o'clock in the Forenoon for the purpose of considering, and if thought fit, passing an Extraordinary Resolution or Extraordinary Resolutions, and for the purpose of receiving the Report of the Debenture Holders.

This Notice is issued pursuant to the provisions contained in the Third Schedule to the Debenture Trust Deed.

Dated this 20th day of April, 1923.  
By Order of the Board,  
L. S. GREENHILL,  
Secretary to the General Managers.

[748]

## PARTICULARS

VALUABLE LEASEHOLD PROPERTY Situate No. 12 WING HING STREET, VICTORIA, HONGKONG.

To be Sold by Order of the Mortgagees.

PUBLIC AUCTION.

IN ONE LOT.

On MONDAY,

THE 14th DAY OF MAY, 1923, at 2 o'clock P.M.

By

Messrs. LAMBERT BROTHERS

As Auctioneers, DUNDAS STREET.

THE Property consists of First ALL THAT piece or parcel of ground situate at Victoria in the Colony of Hongkong and A of INLAND LOT No. 2168 together with the messuages erections or buildings thereon now known as No. 12, Wing Hing Street and Secondly ALL THAT strip of land at the rear of the said Section A of Inland Lot No. 2168 being a scavenging lane. All of which premises are held for the residue of the term of 75 years from the 16th day of May, 1910, created by the Crown Lease thereof together with the valuable machinery now situate in or upon the said premises as at No. 1 Gordon Street.

Particulars and Conditions of Sale may be obtained from

Messrs. HASTINGS & HASTINGS

Solicitors,

8, Des Vaux Road Central,

and

Messrs. LAMBERT BROTHERS

Auctioneers

## INTIMATION

## WATSON'S

E

## WHISKY

Gives  
Perfect Satisfaction  
because it is a Skilful  
Blend of the Best  
Highland Scotch  
WHISKIES,  
of Great Age, matured  
in Sherrywood  
Casks.

## A. S. WATSON &amp; CO., LTD.

Wine & Spirit Merchants.

ESTABLISHED 51 YEARS.

HONGKONG OFFICE: 104, DES VAUX RD., C.

LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, MAY 2ND, 1923.

## THE MILITARY LANDS QUESTION.

There is an interesting item of news in the cables to-day respecting the negotiations for the transfer of the Military establishments in Hongkong. Mr. OMINSKY Goss, the Under Secretary of State for the Colonies, replying to a question put by Mr. GERRARD STEWART, M.P. (who for many years was a resident of Hongkong) said that progress is being made with the negotiations and he hoped that the transfer would be effected satisfactorily with the least possible delay. The community will be glad to learn this, for recent rumours had created the impression that the War Office had raised such objections as disappointed all hopes of the success of the negotiations within the life time of the present generation. One had begun to think that the time had come for the Unofficial Members of the Legislative Council to adopt the attitude on the question which was suggested in the speech of the Chairman of the Hongkong and Shanghai Banking Corporation at the last annual meeting of shareholders. However, the statement made in the House of Commons by the Under Secretary of State for the Colonies enables us to still hope for a favourable settlement of the question without much more delay. It has been a long time under discussion, but everybody is aware how slowly Government Departments usually move. Meanwhile, no doubt the Colonial Government has duly impressed on the Home authorities the growing impatience of the community over the delay, not only because the land is urgently needed for more offices for commercial firms, but because, also, it is holding up desirable and urgently needed public improvements. There is, for example, the obvious need for widening Garden Road, which the growing motor traffic has made one of the most dangerous road sections in the Colony. Then, too, the scheme for a tramway up Wanchai Gap, which the Government announced some four years ago, has been deferred while there is a prospect of the transfer of the Military establishments, because, in that event, it would be possible to bring the terminus to the European quarter of the city instead of having it in China-town where it would certainly be inconvenient. But when we consider the growing pressure on the existing tramway to the Peak, we cannot help thinking that the Government would have done better had they constructed the line, as originally proposed, the terminus to be brought nearer the centre of the city when they were in a position to take advantage of the opportunities which a transfer of the Military establishments would provide. Even under the most favourable conditions of progress with the present negotiations, we imagine it will be quite another five years, at least, before we shall actually see the Military lands transferred to the Civil authorities. It is impossible to wait that length of time for further facilities for reaching the upper levels and the Peak to be provided. In this connection we would also draw special attention to a valuable suggestion made by a correspondent in our columns a day or two ago. The writer expressed the opinion that, relief would be afforded, for one generation at least, if the Government made a motor-road to May Road and Conduit Road and ran a five-minute service of motor buses to those levels. In that event, he suggested, the Peak Tramway Company would be enabled to run a non-stop eight-minute service throughout. But here the Military lands question, like King CHARLES' head, comes again into the picture. "The objection is," our correspondent wrote, "that before this could be accomplished the Military lands in the vicinity of Murray Barracks and south of them would have to be resumed, and this desirable end is not yet in sight." As we have said, we can hardly count upon this resumption for at least five years, for after the negotiations have been completed, and the agreement signed and sealed, the new Military establishments on the other side of the water will have to be erected before the transfer can be made. In the circumstances, if the Government has any serious intention of providing the additional means of communication to the upper levels and the Peak that are so obviously needed, work on the construction of the tramway up Wanchai Gap ought to be started forthwith. We also consider that the construction of the motor road suggested by our correspondent deserves the earnest consideration of the Government who may be able to indicate a route which would not make the provision of a motor road wait upon the leisurely evacuation of the Military lands.

Colony. Then, too, the scheme for a tramway up Wanchai Gap, which the Government announced some four years ago, has been deferred while there is a prospect of the transfer of the Military establishments, because, in that event, it would be possible to bring the terminus to the European quarter of the city instead of having it in China-town where it would certainly be inconvenient. But when we consider the growing pressure on the existing tramway to the Peak, we cannot help thinking that the Government would have done better had they constructed the line, as originally proposed, the terminus to be brought nearer the centre of the city when they were in a position to take advantage of the opportunities which a transfer of the Military establishments would provide. Even under the most favourable conditions of progress with the present negotiations, we imagine it will be quite another five years, at least, before we shall actually see the Military lands transferred to the Civil authorities. It is impossible to wait that length of time for further facilities for reaching the upper levels and the Peak to be provided. In this connection we would also draw special attention to a valuable suggestion made by a correspondent in our columns a day or two ago. The writer expressed the opinion that, relief would be afforded, for one generation at least, if the Government made a motor-road to May Road and Conduit Road and ran a five-minute service of motor buses to those levels. In that event, he suggested, the Peak Tramway Company would be enabled to run a non-stop eight-minute service throughout. But here the Military lands question, like King CHARLES' head, comes again into the picture. "The objection is," our correspondent wrote, "that before this could be accomplished the Military lands in the vicinity of Murray Barracks and south of them would have to be resumed, and this desirable end is not yet in sight." As we have said, we can hardly count upon this resumption for at least five years, for after the negotiations have been completed, and the agreement signed and sealed, the new Military establishments on the other side of the water will have to be erected before the transfer can be made. In the circumstances, if the Government has any serious intention of providing the additional means of communication to the upper levels and the Peak that are so obviously needed, work on the construction of the tramway up Wanchai Gap ought to be started forthwith. We also consider that the construction of the motor road suggested by our correspondent deserves the earnest consideration of the Government who may be able to indicate a route which would not make the provision of a motor road wait upon the leisurely evacuation of the Military lands.

Colony. Then, too, the scheme for a tramway up Wanchai Gap, which the Government announced some four years ago, has been deferred while there is a prospect of the transfer of the Military establishments, because, in that event, it would be possible to bring the terminus to the European quarter of the city instead of having it in China-town where it would certainly be inconvenient. But when we consider the growing pressure on the existing tramway to the Peak, we cannot help thinking that the Government would have done better had they constructed the line, as originally proposed, the terminus to be brought nearer the centre of the city when they were in a position to take advantage of the opportunities which a transfer of the Military establishments would provide. Even under the most favourable conditions of progress with the present negotiations, we imagine it will be quite another five years, at least, before we shall actually see the Military lands transferred to the Civil authorities. It is impossible to wait that length of time for further facilities for reaching the upper levels and the Peak to be provided. In this connection we would also draw special attention to a valuable suggestion made by a correspondent in our columns a day or two ago. The writer expressed the opinion that, relief would be afforded, for one generation at least, if the Government made a motor-road to May Road and Conduit Road and ran a five-minute service of motor buses to those levels. In that event, he suggested, the Peak Tramway Company would be enabled to run a non-stop eight-minute service throughout. But here the Military lands question, like King CHARLES' head, comes again into the picture. "The objection is," our correspondent wrote, "that before this could be accomplished the Military lands in the vicinity of Murray Barracks and south of them would have to be resumed, and this desirable end is not yet in sight." As we have said, we can hardly count upon this resumption for at least five years, for after the negotiations have been completed, and the agreement signed and sealed, the new Military establishments on the other side of the water will have to be erected before the transfer can be made. In the circumstances, if the Government has any serious intention of providing the additional means of communication to the upper levels and the Peak that are so obviously needed, work on the construction of the tramway up Wanchai Gap ought to be started forthwith. We also consider that the construction of the motor road suggested by our correspondent deserves the earnest consideration of the Government who may be able to indicate a route which would not make the provision of a motor road wait upon the leisurely evacuation of the Military lands.

Colony. Then, too, the scheme for a tramway up Wanchai Gap, which the Government announced some four years ago, has been deferred while there is a prospect of the transfer of the Military establishments, because, in that event, it would be possible to bring the terminus to the European quarter of the city instead of having it in China-town where it would certainly be inconvenient. But when we consider the growing pressure on the existing tramway to the Peak, we cannot help thinking that the Government would have done better had they constructed the line, as originally proposed, the terminus to be brought nearer the centre of the city when they were in a position to take advantage of the opportunities which a transfer of the Military establishments would provide. Even under the most favourable conditions of progress with the present negotiations, we imagine it will be quite another five years, at least, before we shall actually see the Military lands transferred to the Civil authorities. It is impossible to wait that length of time for further facilities for reaching the upper levels and the Peak to be provided. In this connection we would also draw special attention to a valuable suggestion made by a correspondent in our columns a day or two ago. The writer expressed the opinion that, relief would be afforded, for one generation at least, if the Government made a motor-road to May Road and Conduit Road and ran a five-minute service of motor buses to those levels. In that event, he suggested, the Peak Tramway Company would be enabled to run a non-stop eight-minute service throughout. But here the Military lands question, like King CHARLES' head, comes again into the picture. "The objection is," our correspondent wrote, "that before this could be accomplished the Military lands in the vicinity of Murray Barracks and south of them would have to be resumed, and this desirable end is not yet in sight." As we have said, we can hardly count upon this resumption for at least five years, for after the negotiations have been completed, and the agreement signed and sealed, the new Military establishments on the other side of the water will have to be erected before the transfer can be made. In the circumstances, if the Government has any serious intention of providing the additional means of communication to the upper levels and the Peak that are so obviously needed, work on the construction of the tramway up Wanchai Gap ought to be started forthwith. We also consider that the construction of the motor road suggested by our correspondent deserves the earnest consideration of the Government who may be able to indicate a route which would not make the provision of a motor road wait upon the leisurely evacuation of the Military lands.

Colony. Then, too, the scheme for a tramway up Wanchai Gap, which the Government announced some four years ago, has been deferred while there is a prospect of the transfer of the Military establishments, because, in that event, it would be possible to bring the terminus to the European quarter of the city instead of having it in China-town where it would certainly be inconvenient. But when we consider the growing pressure on the existing tramway to the Peak, we cannot help thinking that the Government would have done better had they constructed the line, as originally proposed, the terminus to be brought nearer the centre of the city when they were in a position to take advantage of the opportunities which a transfer of the Military establishments would provide. Even under the most favourable conditions of progress with the present negotiations, we imagine it will be quite another five years, at least, before we shall actually see the Military lands transferred to the Civil authorities. It is impossible to wait that length of time for further facilities for reaching the upper levels and the Peak to be provided. In this connection we would also draw special attention to a valuable suggestion made by a correspondent in our columns a day or two ago. The writer expressed the opinion that, relief would be afforded, for one generation at least, if the Government made a motor-road to May Road and Conduit Road and ran a five-minute service of motor buses to those levels. In that event, he suggested, the Peak Tramway Company would be enabled to run a non-stop eight-minute service throughout. But here the Military lands question, like King CHARLES' head, comes again into the picture. "The objection is," our correspondent wrote, "that before this could be accomplished the Military lands in the vicinity of Murray Barracks and south of them would have to be resumed, and this desirable end is not yet in sight." As we have said, we can hardly count upon this resumption for at least five years, for after the negotiations have been completed, and the agreement signed and sealed, the new Military establishments on the other side of the water will have to be erected before the transfer can be made. In the circumstances, if the Government has any serious intention of providing the additional means of communication to the upper levels and the Peak that are so obviously needed, work on the construction of the tramway up Wanchai Gap ought to be started forthwith. We also consider that the construction of the motor road suggested by our correspondent deserves the earnest consideration of the Government who may be able to indicate a route which would not make the provision of a motor road wait upon the leisurely evacuation of the Military lands.

Colony. Then, too, the scheme for a tramway up Wanchai Gap, which the Government announced some four years ago, has been deferred while there is a prospect of the transfer of the Military establishments, because, in that event, it would be possible to bring the terminus to the European quarter of the city instead of having it in China-town where it would certainly be inconvenient. But when we consider the growing pressure on the existing tramway to the Peak, we cannot help thinking that the Government would have done better had they constructed the line, as originally proposed, the terminus to be brought nearer the centre of the city when they were in a position to take advantage of the opportunities which a transfer of the Military establishments would provide. Even under the most favourable conditions of progress with the present negotiations, we imagine it will be quite another five years, at least, before we shall actually see the Military lands transferred to the Civil authorities. It is impossible to wait that length of time for further facilities for reaching the upper levels and the Peak to be provided. In this connection we would also draw special attention to a valuable suggestion made by a correspondent in our columns a day or two ago. The writer expressed the opinion that, relief would be afforded, for one generation at least, if the Government made a motor-road to May Road and Conduit Road and ran a five-minute service of motor buses to those levels. In that event, he suggested, the Peak Tramway Company would be enabled to run a non-stop eight-minute service throughout. But here the Military lands question, like King CHARLES' head, comes again into the picture. "The objection is," our correspondent wrote, "that before this could be accomplished the Military lands in the vicinity of Murray Barracks and south of them would have to be resumed, and this desirable end is not yet in sight." As we have said, we can hardly count upon this resumption for at least five years, for after the negotiations have been completed, and the agreement signed and sealed, the new Military establishments on the other side of the water will have to be erected before the transfer can be made. In the circumstances, if the Government has any serious intention of providing the additional means of communication to the upper levels and the Peak that are so obviously needed, work on the construction of the tramway up Wanchai Gap ought to be started forthwith. We also consider that the construction of the motor road suggested by our correspondent deserves the earnest consideration of the Government who may be able to indicate a route which would not make the provision of a motor road wait upon the leisurely evacuation of the Military lands.

Colony. Then, too, the scheme for a tramway up Wanchai Gap, which the Government announced some four years ago, has been deferred while there is a prospect of the transfer of the Military establishments, because, in that event, it would be possible to bring the terminus to the European quarter of the city instead of having it in China-town where it would certainly be inconvenient. But when we consider the growing pressure on the existing tramway to the Peak, we cannot help thinking that the Government would have done better had they constructed the line, as originally proposed, the terminus to be brought nearer the centre of the



## CABLES.

LATEST CABLES.  
[THROUGH REUTER'S AGENCY.]U.S. PROHIBITION LAWS.  
AMERICAN SHIPS WILL BECOME  
"FLOATING SAHARAS."

New York, April 30th.

The Supreme Court's liquor decision is considered everywhere as a momentous ruling, and the harbinger of prolific diplomatic exchanges.

Professional prohibitionists avidly seized on the court's ruling that Congress is empowered to extend the dry laws to American ships. They predict a speedy amendment of the Volstead Act, making American ships veritable floating Saharas.

Mr. Lasker announces that the Shipping Board will defer action until President Harding states his attitude, the President having personally ordered vessels to be dry.

## "A STATUTE OF FANATICAL FOOLISHNESS."

The *Morning World* says that the decision places foreign ships, which are compelled by law to carry supplies for their crews, in a quandary from which they cannot escape. The newspaper sympathises with the Supreme Court in its difficulty in "interpreting a statute of fanatical foolishness."

The *Herald* thinks that the decision creates a serious situation, and is contrary to the historic attitude of the United States.

The *Tribune*, however, says that the decision is equitable, and is based on common sense and legal principles.

DATE FOR REGULATIONS TO BE  
FIXED.

WASHINGTON, April 29th.

The Secretary of the Treasury announces that a date will be fixed when the new regulations in accordance with the court's new prohibition ruling will become effective. Ships now at sea will not be affected.

## EARLIER CABLES.

POSITION OF FOREIGN SHIPS  
CARRYING SEALED LIQUOR.

WASHINGTON, April 30th.

The Supreme Court has decided that foreign and American steamships are prohibited from bringing to American ports intoxicating liquors under seal intended for the use of passengers on the outward voyage. It held, however, that American steamships are not prohibited from having on board intoxicating liquors for beverage purposes on the high seas, and in foreign ports. The latter decision reverses the ruling of the Attorney General against serving liquor on the high seas.

The Court declared that examination of the Prohibition Act as a whole showed that it was plainly intended to be operative within the territorial limits of the United States, except in the case of the Panama Canal, that it was not intended to apply to American vessels outside territorial waters, and that it was intended to apply to all merchantmen, whether foreign or domestic within territorial waters. The Court held that Federal jurisdiction over foreign ships in American territorial waters was complete. It would be possible, however, that Congress would waive the enforcement of this and permit foreign ships to do things American ships were prevented from doing, but the Court was of opinion that foreign nations cannot force any such exemption.

Immediately the ruling was announced, officials of American and foreign steamship companies hastily conferred in order to devise plans for meeting the situation.

The Secretary of the Treasury announces that the date of the enforcement of the new regulations in accordance with the court's ruling, will be fixed later. Ships now at sea will not be affected.

BRITISH PROTEST REGARDING  
U.S. SEIZURE.

LONDON, April 30th.

In the House of Commons, Mr. Ronald McNeill, replying to Mr. C. F. Trevelyan, said the United States authorities had seized, and still detained, a British vessel on the ground of her small boats having entered the three mile limit illegally, although the vessel herself remained outside. The British Government questioned the right of the United States Government to make this seizure, and diplomatic correspondence was proceeding.

## LATEST CABLES.

INDIAN MURDER SENTENCES.  
HIGH COURT JUDGMENT: 10 DEATH  
SENTENCES CONFIRMED.

ALLAHABAD, April 30th.

The judgment of the High Court, which took five hours to read, has been delivered in the case of 170 appeals by persons convicted and sentenced to death in connection with the Chaurichaura murders on January 10th.

The sentences of death on nineteen of the ringleaders have been confirmed, and the sentences on 110 persons found guilty of murder have been commuted to transportation for life, with a recommendation to mercy in all cases except fourteen. Ninety-six persons who were sentenced to transportation for life, have had their sentences commuted to rigorous imprisonment for terms ranging from eight to three years.

Three persons found guilty of rioting only were sentenced to two years' rigorous imprisonment, while 35 have been acquitted and orders have been issued for their release.

[A cable message from Lucknow, dated January 10th, stated that the cases of murder and arson arising out of a non-cooperation attack on a police station in the Chaurichaura district, Gorakhpur had been concluded. Out of 228 accused, 47 were acquitted, 172 sentenced to death, and two to two years' imprisonment. Six men died while under trial, and one was discharged.]

INDIA AND THE LEAGUE.  
THREATENED WITHDRAWAL OF  
GOVERNMENT SUPPORT.

SIMLA, April 29th.

Arising from the Hon. Mr. G. A. Ormsby Gore's refusal to disallow the Tanganyika Ordinances, Sir Deva Prasad Saravdhikary, representing Calcutta in the Legislative Assembly, has tabled a resolution for the next session asking for the appointment of a committee to consider the continuance of the existing financial and other support by the Government of India to the League of Nations, especially in light of Indian grievances in the mandated territories of Tanganyika and the Pacific Islands formerly belonging to Germany.

SOUTH AMERICAN ARMAMENT  
CONFERENCE PROGRAMME  
DEFINITELY BREAKS DOWN.

SANTAGO DE CHILE, April 30th.

The pan-American conference programme for the limitation of armaments, has definitely broken down owing to the impossibility of reconciling the views of Brazil and Argentina.

The Brazilian delegate created considerable excitement when he announced that Brazil consented to discuss the question of armaments only through courtesy, as she had endeavoured in December to secure the elimination of the question from the agenda, believing that a tripartite discussion between Chile, Argentina and Brazil was the only practical way to accomplish a reduction of armaments.

EMPIRE EXHIBITION.  
GOVERNMENT EXHIBITS UNDER  
CONSIDERATION.

LONDON, April 29th.

In the House of Commons, replying to Viscount Sandon, Lieut.-Col. A. Buckley (Secretary of the Overseas Trade Department) said that the question whether the British Government would exhibit at the Empire Exhibition was at present under consideration. He would gladly bear in mind the suggestion that some general representation should be arranged for those units of the Empire which were unable officially to participate.

THE BRITISH ACTING  
PREMIER.

LONDON, May 1st.

It is understood that Lord Curzon will be acting Premier during the absence of Mr. Bonar Law, who has departed from London and will shortly go on a trip to the Mediterranean.

## LONDON TO BERLIN BY AIR

BERLIN, May 1st.

The British aeroplane which started from London for Berlin at 10.30 yesterday morning with five passengers landed at its destination 7.45 in the evening. The trip was entirely successful despite unfavourable weather.

## EARLIER CABLES.

IRELAND'S "TRUCE"  
DUBLIN NOT YET VERY  
CONFIDENT.

DUBLIN, April 30th.

The absence of news of acts of violence and disorder since "noon suggests the assumption that the irregulars' "cease fire" order began to operate at that hour, though Dublin is not yet very confident, regarding this as a one-sided truce.

IRISH ENVOYS ARRESTED IN  
AUSTRALIA.

SYDNEY, April 30th.

Two Irish Republican envoys, Father O'Flanagan and Mr. O'Kelly, who have been propagandising Australia, also Mr. Clancy, vice-president of the Irish National Association, have been arrested on a charge of unlawfully engaging in seditious enterprises. A crowd numbering a thousand booed the police and cheered the envoys. Bail was allowed.

## THE RUHR

FRANCE OBJECTS TO INTERVEN-  
TION BY L. O. N.

PARIS, April 30th.

Those in England and elsewhere advocating the intervention of the League of Nations in the Ruhr received the plainest intimation of France's attitude in a speech by M. Barthou, President of the Reparations Commission, in which, after paying a tribute to the League, he declared that the League would exceed its mandate or at least compromise its work if it yielded to the generous but imprudent and dangerous suggestions inviting it to take up questions not within its scope, like Reparations and the Ruhr Occupation. Neither France nor Belgium would accept such action.

SHIPYARD LOCKOUT.  
TEN THOUSAND BOILERMAKERS  
IDLE.

LONDON, April 30th.

A lockout of ten thousand boilermakers was enforced to-day, and work in the shipyards is jeopardised, and in some yards has come to a standstill. A good deal of repair work has been diverted to the Continent. The employers are doing their utmost to minimise the disorganisation by continuing to employ other workers as long as possible, but a thousand trade unionists who were prepared to accept the agreement repudiated by the boilermakers have automatically become idle along with the boilermakers.

MOSSAMEDS' WRECK.  
ALL HOPE FOR MISSING BOAT  
ABANDONED.

CAPE TOWN, April 30th.

The latest news indicates that it is practically certain the *Mossameds'* missing boat, containing ten to thirteen passengers and crew, including two Englishmen, has been lost. The survivors declare that the boat was the last of a straggling train. A man was seen in the bows signalling frantically and unintelligibly. The boat was then hidden by a big wave and was not afterwards seen.

RUBBER RESTRICTION.  
RELAXATION TO BEGIN ON  
MAY 1ST.

LONDON, April 30th.

In accordance with the provisions of the rubber export restriction scheme in Ceylon and Malaya, the Secretary of State for the Colonies has approved for the quarter beginning May 1st, of a relaxation of the percentage restriction to six-fifths, in view of the price of rubber in the London market having averaged between fifteen and eighteen pence a pound during the quarter ending April 30th.

CHESTER CONCESSIONS.  
RECEIVE CONFIRMATION.

CONSTANTINOPLE, April 30th.

Colonel Clayton Kennedy, on behalf of Admiral Chester, exchanged signatures on the convention embodying the Chester concession with Ferid Bey, the Commissar of Public Works at Angora yesterday.

LAUSANNE CONFERENCE.  
ANOTHER RUSSIAN PROTEST.

LAUSANNE, April 30th.

Vorovsky states that the Soviet Government has sent a note to the Italian Government protesting against the exclusion of Russia from the conference unless she signs the Straits convention.

U.S. OCCUPATION COSTS.  
CLAIM FILED.

WASHINGTON, April 30th.

The State Department before Mr. Wadsworth left Paris filed with the American-German Claims Commission a claim for \$250,000,000 for the cost of maintaining the army of occupation, as a precautionary measure in the event of the failure of the present negotiations with the Allies for collection of these expenses.

EGYPT'S ELECTORAL LAW.  
UNIVERSAL SUFFRAGE.

CAIRO, April 30th.

The electoral law has been promulgated. It provides for universal suffrage, with an age-limit of 21, with, however, a system of indirect election through so-called Elector-Delegates.

## MARK FLUCTUATION.

LONDON, April 30th.

Markets have depreciated to 148,000 to 151,000, under Continental influences.

FAR EASTERN CABLE  
NEWS

[THROUGH REUTER'S AGENCY.]

ALLOCATION OF BOXER INDEMNITY  
FUNDS.

LONDON, April 29th.

Mr. R. McNeill (Under Secretary of Foreign Affairs) replying to Sir W. De Free, said that he had been advised that legislation would be necessary in order to give effect to the intention of the British Government to devote the British share of the Boxer Indemnity to purposes which would be of mutual benefit to British and Chinese interests. The actual appointment of a Boxer Indemnity committee might be delayed pending the introduction of a Bill, but in any case some considerable time would likely be required before the committee can complete its investigations and formulate concrete schemes for the best use of the funds.

## BRITISH TRADE IN THE FAR EAST.

THE SLUMP IN THE COTTON  
INDUSTRY.

LONDON, April 30th.

Mr. Godfrey Cherriman, Secretary of the National Union of Manufacturers, in an interview to-day urged that British manufacturers should make a strong bid for trade in the Far East, especially in China.

He quoted the managing director of a British firm who had been touring China as saying that the trade situation was bad, and the cotton industry was "down and out," many mills being closed while others were only working half time. Mr. Cherriman suggested that it might be worth while for certain big British firms to step in. He emphasised that as long as the Chinese importer was given the article he asked for there would be no complaint, and no difficulty in obtaining payment. He also emphasised that the Chinese were very particular in regard to quality.

## HONGKONG MILITARY LANDS.

TRANSFER ARRANGEMENTS  
PROGRESSING.

LONDON, April 30th.

In the House of Commons, the Hon. W. G. A. Ormsby Gore, Under Secretary for the Colonies, replying to Mr. Grahame Stewart, said negotiations were proceeding with the War Department regarding the valuation of their present properties in Hongkong and the provision by the Colonial Government of suitable alternative sites for the military establishment.

He added that progress was being made and he hoped the transfer would be effected satisfactorily with the least possible delay.

COMMANDER OF CHINESE GUN-  
BOAT DEGRADED.

SHANGHAI, May 1st.

The *China Press* learns that the commander of the Chinese gunboat *Fung Chih*, who fired on a launch belonging to the Shanghai Dock Company, has been degraded. The new commander, accompanied by the Secretary of the Chinese Admiralty called on the British Consulate and expressed regret at the incident.

CHINESE PUBLICIST APPOINTED  
TO L.O.N.

GENEVA, April 30th.

Mr. Hsia Chi Feng, the well-known Chinese publicist, has been appointed a member of the information section of the League of Nations.

SHIPPING STATISTICS.  
MORE CHEERFUL  
OUTLOOK.

LONDON, April 30th.

Lloyd's List publishes statistics compiled by the Chamber of Shipping showing that the shipping laid up in the United Kingdom on April 1st, was 540,000 tons compared with 732,000 tons on January 1st, and 1,118,000 tons in July, 1932. The latest figures are the lowest since December, 1930, when the returns began to be kept.

THE "CHINA HOUSE" FRAUDS.  
KNEEVER, SENTENCED TO THREE  
YEARS' PENAL SERVITUDE.

LESLIE HAYNES GETS SIX MONTHS.

LONDON, April 30th.

A nine-day trial resulted in Edwin Alexander Kneever being sentenced to three years' penal servitude; William Henry Bennett to fifteen months in the second division; and Leslie Ernest Haynes to six months in the second division.

Accused were charged with conspiracy to cheat persons who could be induced to invest money in Messrs. Humphrey, Deuman and Company, which firm dealt in a number of subsidiary concerns supposedly interested in mines in China, it being eventually discovered that the Company's effects in China were valueless.

Inspector Guillard incidentally testified that Haynes had been "posted" at the Salsburg Turf Club for non-payment of debts totalling \$3,000, and that a warrant was issued in Hongkong last year for debts which he had attempted to discharge with dishonest cheques.

The Common Sergeant, in passing sentence, said:—"This is a very bad fraud; indeed a most persistent one, deliberately thought out and carried to the bitter end. A great many people, chiefly officers have been defrauded of money which they could ill afford to lose. Frauds of this kind are too rare. Kneever is a dangerous man." Referring to Bennett, he said he was not the initiator of the fraud, but, at the same time, he got \$2,700 out of them.

[The officers who lost money in the ventures referred to included Lieut.-Gen. Sir Charles Kavanagh and Col. McTaggart, who both came out to China, but discovered that the Company's titles to certain mines were valueless. Leslie Ernest Haynes is quite well-known in Hongkong. He came here in the latter part of 1920 and joined a local firm. Later, he secured a position as master in a boy's school here, and he was also closely identified with one of the churches. He left Hongkong in 1921, owing a considerable sum of money. We had not heard of the dishonest cheques in Hongkong, but when Haynes was on his way home, a Singapore firm endeavoured to collect from him a considerable debt which he had incurred with them prior to coming to Hongkong. Making the promise that he was travelling with very little money, he gave them a cheque on a London bank, which, however, he cancelled by a cable to his bankers when the ship reached Colombo.]

## "ANGLO-INDIAN"

## THE OLD STYLE AND THE NEW.

Reference has been made in our columns to the sensation which has been caused in India and in England concerning the fact that a little English girl named Doris Hawker had been sent from the Princess Louise Home, to India to be adopted by a Eurasian family. The little girl has since been sent back to England.

In believing, writes a European, as stated in *The Daily Mail* that an Anglo-Indian family in Madras was white, Miss Skinner, the ex-matron at the Princess Louise Home, fell into an error very general in this country. What is more, until a few years ago, she would have been correct. Before 1911 the Briton who had, by profession or calling, to make his home in India for life or even a space of years, was known as an "Anglo-Indian." His children bore the same descriptive label and there exist several famous families long associated with the Indian Army, the Civil Service, and mercantile pursuits which have been so designated. Of the purity of their blood there has never been the slightest doubt.

But in 1911 the Eurasians, seeking for assistance in a praiseworthy effort to improve their status, petitioned the Government of India to the effect that as the name "Eurasian" had become little better than a term of reproach, it should be changed to "Anglo-Indian."

The Government acceded, and in the census of that year the term was officially applied to the Eurasians, while the former Anglo-Indians had to be content with the label of "Europeans."

One of the quaint results of the Government's rebranding of the community is that many of the "Anglo-Indians" of to-day have no pretensions whatever to the "Anglo" part of the title.

While it is the fashion in some quarters to blame the British soldier entirely for the Eurasian, this belief overlooks some of the facts of history.

The Eurasians were originally chiefly the product of the French, the Dutch, the Portuguese, and the Danish settlers in the country, some of whom had an idea of founding a mixed race which could colonise.

Still more queer is the fact that the Anglo-Indians are being recruited by pure-blooded Indians. These, on being converted to Christianity, are very often cut off from their own people. They find life easier when they have Anglicised their Indian names, which then, with their baptismal Christian names, allows them to pass as Anglo-Indians.

This alteration of name has never been generally recognised in England. Here the old meaning of "Anglo-Indian" still obtains, so that on any reputable read of the "Eurasian" Anglo-Indian column, so dear to the jester, and even of the *Anglo-Indian Press*, by which is meant the *European Press* in India.

In most cases the error is harmless, in that it does not produce any ill effects, but if there are to be any more adventures such as those of Doris Hawker the sooner the people of this country learn the difference between "Anglo-Indian," old style, and "Anglo-Indian," new style, the better.

THE CHANCELLOR OF  
THE EXCHEQUER.  
A CHARACTER SKETCH.

The cable news that Mr. Stanley Baldwin will be leader of the House of Commons during the absence of Mr. Bonar Law gives an added interest to the following character sketch recently contributed to the *Daily Mail* by an Admirer.

He is a little, sturdy man, with the fire and temperament and something of the manner of a bull-terrier. There are touches of coarseness and brutality in his expression; but the predominating characteristic is a conscious rectitude. His eyes are lit up with a kind of scornful courage. His carriage is assertive, indeed aggressive. He seldom defends, but meets attack with counter-attack and ruthlessly pursues an advantage. Yet, like the animal he resembles, he is a fastidious fighter. If the challenger is a worthy opponent, he grins grimly like a pugilist taking punishment, and "mixes it" merrily. But if his assailant is of lesser breed, he wrinkles his nose disdainfully and, at the most, snaps a word or two over his shoulder or, as like as not, ignores the attack with a contemptuous sniff the corollary of which is that he is sometimes in danger of under-estimating his adversary. His adversaries, however, are in small danger of under-estimating him.

Aside from these more obvious attributes, his chief quality is his uncompromising Englishness. He estimates things primarily and almost wholly from an English standpoint. Indeed, it is a habit of mind with him; so much so that, in answer to a supplementary question in the House of Commons with regard to the fluctuation of sterling in relation to American currency, he instinctively replied, "It is the dollar that fluctuates, not the pound."

He has little patience with internationalism in the sense of "order world citizenship; if you were to ask his secret thoughts as to the development of the League of Nations you would probably learn that he was all for a League in which the whole world came into the British Empire; but that he was inclined to look down upon States that the Almighty had neglected to bless with the benefits of British rule and therefore a little sceptical of the good to be achieved by consulting with Powers (except America) for the purpose of solving world problems.

On the other hand, it would be quite false to suppose that he has any Imperialist ambitions or even the desire unduly to press the British point of view on other States. His aim in foreign policy would probably be good-natured tolerance of other peoples, and as few dealings with them as possible.

For the past he has a good deal in common with the best type of English soldier. He can make up his mind quickly and stick to his decision when it has been reached. While not seeking it out, he is not afraid of responsibility. He has prodigious faith in himself; and therefore, when he has tested them, he is willing to trust his subordinates.

On the other hand, though gifted with foresight, he is wanting in the higher faculties of imagination and vision. It is doubtful whether he has the time or the inclination to dream.

One of the many unexplained and perhaps inexplicable relations in life is that between a man's name and his nature. George Bubb, Dodington, for instance, was foredoomed from his christening to be a poor intriguing creature. Samuel Johnson could never have been aught but a staid, independent, Hampden and "Cromwell" proclaim themselves as leaders of men; and Stanley Baldwin has a good ring about it.

It means a man with a restricted but clear and essentially clean outlook on life; a large manliness; an impatience of intrigue; and an intolerance of the restrictions of red tape and routine.

It signifies a strong mind, without necessarily a great intellect; a vigorous habit of thought; faith in friendship; strength in enmity.

It suggests, in addition to high qualities of leadership, a complete indifference to self-interest and a loyalty to persons rather than to ideas.

And it exactly describes the little man who bears it, with his snail and his pugacity and his zest for work, his scornful eyes and his indomitable heart.

## GERMAN PLOT REVEALED.

## DRILLING BY CLUBS IN SECRET.

Herr Severing, Prussian Minister of the Interior in the Prussian Diet in March, directly alleged that Ludendorff and Hindenburg were linked up with the German Party in the Reichstag, the group being involved in plots dangerous to the national unity.

Herr Severing produced a letter seized during searches of the office of this group, showing that they advocated a "Putsch." Another letter was produced, written by Deputy Wulle, to the Chancellor, dated 16th March, asking Dr. Cuno to appeal to the whole population capable of bearing arms. Other information revealed that the "self-defenders" had agents within the army stirring them up for action in the Ruhr. A letter was taken from Rosbach reporting "good progress" and linking the German Party with Hitler's Bavarian Fascists.

One letter declared that Rosbach had 120,000 followers, but Herr Severing scouted the accuracy of this statement, saying that the number would probably not exceed 12,000. Herr Severing also revealed actual "defence groups" for work at "the front." These organisations existed under such harmless titles as "The Play Club," "The May Club," and "The Fichte Club," which were actually drilling constantly.

According to Reuter's correspondent, Herr Severing said that if the so-called self-defence organisations maintained their present activities and were opposed by the workmen's battalions, the inevitable result would be civil war. "I have the impression," Herr Severing added, "that this moment is not far distant."

## LABOUR "CHEQUES."

The Countess of Warwick recently handed over her Essex house, Euston Lodge, Daumow, to the Labour Party executive for use as a place for conferences and week-end parties. Lady Warwick will retain rooms in one wing.







**N°10**

Represents  
**The Upper Ten**  
of Scotch Whiskies.

JAMES WATSON & CO., LTD.  
Distillers of Scotch Whiskies.  
DUNDEE. Established 1813.  
Tel. 635.

Agents:— **DONNELLY & WHYTE.**

**WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.**

**VETARZO BLOOD MEDICINE**

Never before was there anything like it, nor are its marvellous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, eruptions and glandular swellings, bad legs, abscesses, ulcers, eczema, yaws, rheumatism, scurvy or beriberi, etc. It improves the general health and quickly removes the debilitating effects of malaria, anæmia, and wasting, and is a most effective remedy for the precursor of consumption.

**LIFE WITHOUT HEALTH IS LIVING DEATH.**

**VETARZO BRAIN AND NERVE FOOD.**

For Nervous Breakdown and Chronic Weakness. **VETARZO REGULATORS.** Safe and Reliable. The **VETARZO REMEDIES CO.** General Office, 10, W. 1, London, E.C.4. Principled Dealers may try it with something else for extra profit—no receipt on having **VETARZO**. The genuine has words **VETARZO REMEDIES** on Government Stamp. Sold by LEADING CASH CHEMISTS.

THE BEN LINE STEAMERS, LTD.  
FROM ANTWERP, MIDDLESBRO,  
LONDON AND STRAITS.

The Steamship "BENARY."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns and for extra hazardous Godowns of the Hongkong and Kowloon Wharf & Godown Company, Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 2nd May, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 5th May, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 5th May, at 10 a.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hongkong, 25th April, 1933. [765]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 5th April.

Optional cargo will be landed, unless notice has been given prior to Steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No claims will be admitted after the goods have left the Steamer's Godown, and all Goods remaining undelivered after the 5th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 19th May, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 25th April, 1933. [768]

NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVIGATION CO., LTD.

CONSIGNEES per Company's Steamer

"ADRASTUS"

are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignee's risk and subject to terms and conditions of storage at Holt's Wharf. The Cargo will be ready for delivery from Godown on and after 1st May.

Optional cargo will be landed, unless notice has been given prior to steamer's arrival.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the free storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 7th May, will be subject to rent.

All Claims against the Steamer must be presented to the Underwriter on or before the 31st May, or they will not be recognized.

No Fire Insurance will be effected.

BUTTERFIELD & SWIRE, Agents.

Hongkong, 30th April, 1933. [791]

# AHEAD OF THE MAIL.

[SUPPLEMENTARY WICKS FROM INDIAN PAPER.]

## SAD FATALITY TO EX-OFFICER.

London, April 16th.

At Epping an inquest was held on William Norman Hastings, a Reserve Captain in the Air Force. When he was returning in a motor, driven by his brother, from a school dinner at Bishop Stortford, it collided with a farm wagon, splintering the wheel and causing a load of a ton of chaff to collapse, and a ladder to fall, pinning Captain Hastings to the seat. His immediate death was not averted. Medical evidence showed that the car had stopped. Getting no reply from Captain Hastings, he took a lamp and found him dead. Medical evidence showed that the skull and spine were fractured.

The deceased brought down 23 German aeroplanes on the Western front during the war, and was himself untouched.

## EASTERN CADETSHIPS.

London, April 13th.

Replying to a question in the House of Commons in connection with the examinations for Eastern Cadetships, that no exception to the candidates' usual age limits would be allowed in future on account of service with the forces. He stated that the appointments of many ex-Service Cadets above the normal age limit to the Far East had proved a source of embarrassment to the interview of individuals and the public service. Therefore it was considered desirable to convert to the usual age limits when competition was introduced again.

## RELIGIOUS PERSECUTION.

London, April 13th.

The persecutions by the Soviet Government of religious denominations in Russia, culminating in the execution of Bishop Radkiewicz, is the subject of an important protest addressed to the world by leaders of all religious communities in Britain. The signatories are headed by the Anglican Archbishop of Canterbury and the Catholic Archbishop of Westminster. The ruthless warfare which the Soviet Government of Russia has long carried on against all forms of religious belief has come to a head. During the period of Soviet rule hundreds of thousands of religious people and ministers of religion of all ranks and creeds have been subjected to savage persecution, the express object of which has been to root religion out of the land. Religion has been systematically outraged and insulted. The Bolsheviks themselves confessed their aims three weeks ago. To use their own words, "We must carry on our aims against religion just as systematically as we do in politics questions, but with even more determination." It is for the sake of the people of Russia, and for the preservation of their faith in God and the maintenance of religious liberty, that we appeal. We are united in the indignation and horror with which we regard the present policy of the Soviet Government and their systematic persecutions of all forms of religion. Such a policy cannot be met in silence by those who value religion or liberty.

## THE LATE EARL CARNARVON.

London, April 13th.

In accordance with his own request, the late Earl Carnarvon will be buried on the top of a 900 feet high limestone hill near his house. This solitary hill is overlooking his domain. Lord Carnarvon owned about 38,000 acres. His burial place is on his domain in Highclere castle, Newbury, Berkshire, bordering on Hampshire. The other Carnarvon estates are at Rethby Park, Burton-on-Trent, and Pixon Park, Dulverton, Somersetshire. His desire to be buried on a high beacon hill recalls the burial of Cecil Rhodes on the Matopos hills near Bulawayo.

## THE KOHAT OUTRAGE.

London, April 16th.

In the House of Commons to-day, replying to questions with regard to the Kohat outrage Earl Winterton said that he could add little at present to newspaper accounts of the deplorable occurrence. He was informed from Kohat that the whole countryside had been set in motion on both sides of the border, and patrols were out in all directions, but so far no information had come in. Every effort was being made to rescue Miss Lila, and relieve the great anxiety of her relatives.

Mr. Shirley Bann asked whether Earl Winterton was satisfied that all reasonable precautions had been taken to protect British women prior to this outrage.

Earl Winterton replied that he could say from personal knowledge that he had visited Kohat twice last year, that the police and military arrangements for the safety of the town were admirable. It was difficult in the case of a town so near the turbulent frontier to ensure absolute security under every circumstance. He did not doubt, however, that all arrangements would be carefully considered in view of the tragic occurrence.

London, April 16th.

The Daily Telegraph largely ascribes the Kohat tragedy to the cutting down of the British military strength, the wildest and most exaggerated rumours of which have been carefully disseminated by the fomenters of rebellion, coupled with a suggestion that the policy was imposed upon Government by intimidation. The paper suggests that the Government of India has sufficient forces to meet any emergency arising out of the pursuit and punishment of the criminals at Kohat and Upper Khyber, but it is bound to consider earnestly whether the policy which is represented to be to such a perilous purpose ought not to be reviewed, before it is too late.

London, April 17th.

The Times in a leading article on the frontier outrage points out that the murderous Outrages Regulation gives the authorities wide discretion in this particular problem of frontier defence which can only be solved gradually. In the meantime, great and continual sympathy is needed for those enduring a long trial.

The Prince of Wales, last month, received from Mr. Dan Radcliffe, a Cardiff shipowner, a scrip to the value of £50,000, to be devoted to the advancement of the work of the University of Wales.

# BOVRIL, LIMITED.

RECORD YEAR'S PROFITS.

Presiding at the twenty-sixth annual general meeting of Bovril Ltd., Sir George Lawson Johnston (chairman) congratulated the shareholders on the record results of the past year's trading, and on the strength of the position the company had now attained. The net profits were £303,709, or £36.603 more than for the previous year.

Every year since the war has shown better Bovril export figures than the year before. The exports in 1932 exceeded those of 1921 by 23 per cent.

SIR JAMES CRICHTON-BROWNE ON DEFICIENCY DISEASES.

Proposing the re-election of Major-General the Earl of Erroll to the Board of the Bovril Company, Sir James Crichton-Browne, M.D., LL.D., F.R.S., said Bovril was steadily extending its usefulness and strengthening its hold. It was now being recognised more and more that many of the ills that flesh was heir to were what were called deficiency diseases, due to the want of some essential element in the food. There were in Bovril certain substances, amino-acids, for instance, which the body could not synthesise or form for itself, but which were essential to vigorous growth and vigorous health; so to ward off deficiency diseases, which might end in constitutional bankruptcy, his advice was to take plenty of Bovril. Bovril also repaired the wear and tear of excessive fatigue.

Special testimony to its virtues was constantly coming in, and Sir James quoted in illustration the testimony of Mr. Rutcliffe Holmes, of the "Wild West Africa" film, then being exhibited in London. Mr. Holmes wrote:—

"In our travelling through fly belts and swamps, Bovril was our great standby. I have used it in previous African trips with the greatest success in case of malaria and dysentery, and it is not too much to say that our camera man, Mr. Plowman, was actually kept alive by Bovril, and by Bovril alone."

Major W. S. Blake, the leader of the great 1932 attempt to fly round the world, had written to the Company:—

"Bovril was of the greatest possible use to us during the flight. On several memorable occasions when we were stranded in the desert with little or no food Bovril was most valuable. Once in the Arabian Desert, and once in the Persian Gulf we had no food at all other than hard biscuits, on which we spread the Bovril like meat paste. I cannot over-estimate the value of this food to us."

## HONGKONG METEOROLOGICAL REGISTER.

	Hongkong Observatory, May 1st.		
	Previous Day at 2 p.m.	at 8 a.m.	at 3 p.m.
Barometer	29.94	29.93	29.89
Temperature	77	72	78
Humidity	60	65	64
Wind Direction	E	E	E
Force	4	2	4
Weather	0	0	0
Rain	0.00	0.00	0.00

Highest open-air temperature on 3rd 77

Lowest open-air temperature on 1st 72

## PREPAID "WANTED" ADVERTISEMENTS.

Letters are lying at this Office for Post—X.E. 10.

10 LET.—Furnished for 6 Months, from the 1st June. Five Room BUNGALOW, 53, Robinson Road.—Apply H. P. WHITE, Messrs. Douglas LaPraik & Co. [74]

LOST OR STRAYED IN PEAK DISTRICT, FOX TERRIER, answering to name of "PETER." Reward. Kindly phone Peak 30. [71]

WANTED.—One Large ROOM or Two Small, preferably on Ground or First Floor, in Centre of City, required as Office about June.—Write "Z," Daily Press.

# INDO-CHINA

## STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.		
HAIPHONG via HOIHOW	"YUENSANG"	Friday, 4th May, 10 a.m.
SEANGHAI via SWATOW	"YUENSANG"	Friday, 4th May, Noon
MANILA	"YUENSANG"	Friday, 4th May, 3 p.m.
SAIGON	"YUENSANG"	Sunday, 6th May, 7 a.m.
SEANGHAI via SWATOW	"TAKSANG"	Sunday, 6th May, Noon
BANGKOK via SWATOW	"HANGSANG"	Tuesday, 8th May, Noon
BANDAKAN	"MAUSANG"	Wednesday, 9th May, 2 p.m.
TIENTSIN	"CHIPSANG"	Thursday, 10th May, Noon
STRAITS & CALCUTTA	"NAMSANG"	Friday, 11th May, 3 p.m.
SWATOW & SEANGHAI	"TUNGANG"	Tuesday, 15th May, Noon
KOBE via MOI	"FOOKSANG"	Friday, 18th May, Noon
KOBE via MOI	"LAISANG"	Friday, 25th May, 7 a.m.
STRAITS & CALCUTTA	"HOSANG"	Wednesday, 30th May, 3 p.m.

CALCUTTA LINE.—This line affords regular sailings to Calcutta, Rangoon and Singapore, passing through the Straits, and calling at Swatow, Hongkong, and Shanghai. All steamers have excellent passenger accommodation, are fitted with wireless and carry a fully-qualified Surgeon.

SEANGHAI LINE.—Sailings approximately every three days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bills of Lading are issued to Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service to Manila by steamship with good passenger accommodation, sailings from both ports every Friday.

HAIPHONG LINE.—Sailings approximately weekly for passengers and cargo calling at Haiphong, which is the principal office.

BORNEO LINE.—Fortnightly sailings to and from Bandjars by two 15,000 tons steamships, "BIBANG" and "MAURANG" both steamships having excellent passenger accommodation. Cargo taken of through Bills of Lading for Kuantan, Labuan, Tawau and Lahad Dato.

TIENTSIN LINE.—A regular service to run from March to November between Hongkong and Tientsin, calling at Weihaiwei and Chifu.

BANGKOK LINE.—A weekly service to provided between Hongkong and Bangkok, via Penang, by the steamship "HONG" with up-to-date passenger accommodation.

## CALCUTTA LINE

s.s. "NAMSANG" will be despatched on or about Friday, 11th May, at 3 p.m., for SINGAPORE, PENANG & CALCUTTA

Through Bills of Lading issued to RANGOON, MADRAS, PORT SWATTENHAM and DUTCH EAST INDIES.

For Freight or Passage apply to—

Jardine, Matheson & Co., Ltd.

GENERAL MANAGER.

TELEPHONE: CENTRAL No. 15

# GLEN AND SHIRE

JOINT SERVICE OF STEAMERS.

## U.K.—STRAITS, CHINA & JAPAN SERVICE

### OUTWARDS.

Vessel	Due Hongkong
"GLENAPP"	5th May.
"GLENHARRY"	21st May.
"GLENFARRA"	4th June.
"GLENIFFER"	18th June.

### HOMWARDS.

Vessel	Leaves Hongkong	Discharges
"GLENGLIE"	19th May.	London and Rotterdam.
"GLENARIFFE"	25th May.	Glasgow, London, Rotterdam and Hamburg.
"GLENAMOY"	1st June.	Glasgow, London, Rotterdam and Hamburg.

Movements are subject to change without notice.

For freight or further particulars please apply to—

Jardine, Matheson & Co., Ltd.  
The Glen Line, Ltd., AGENTS.

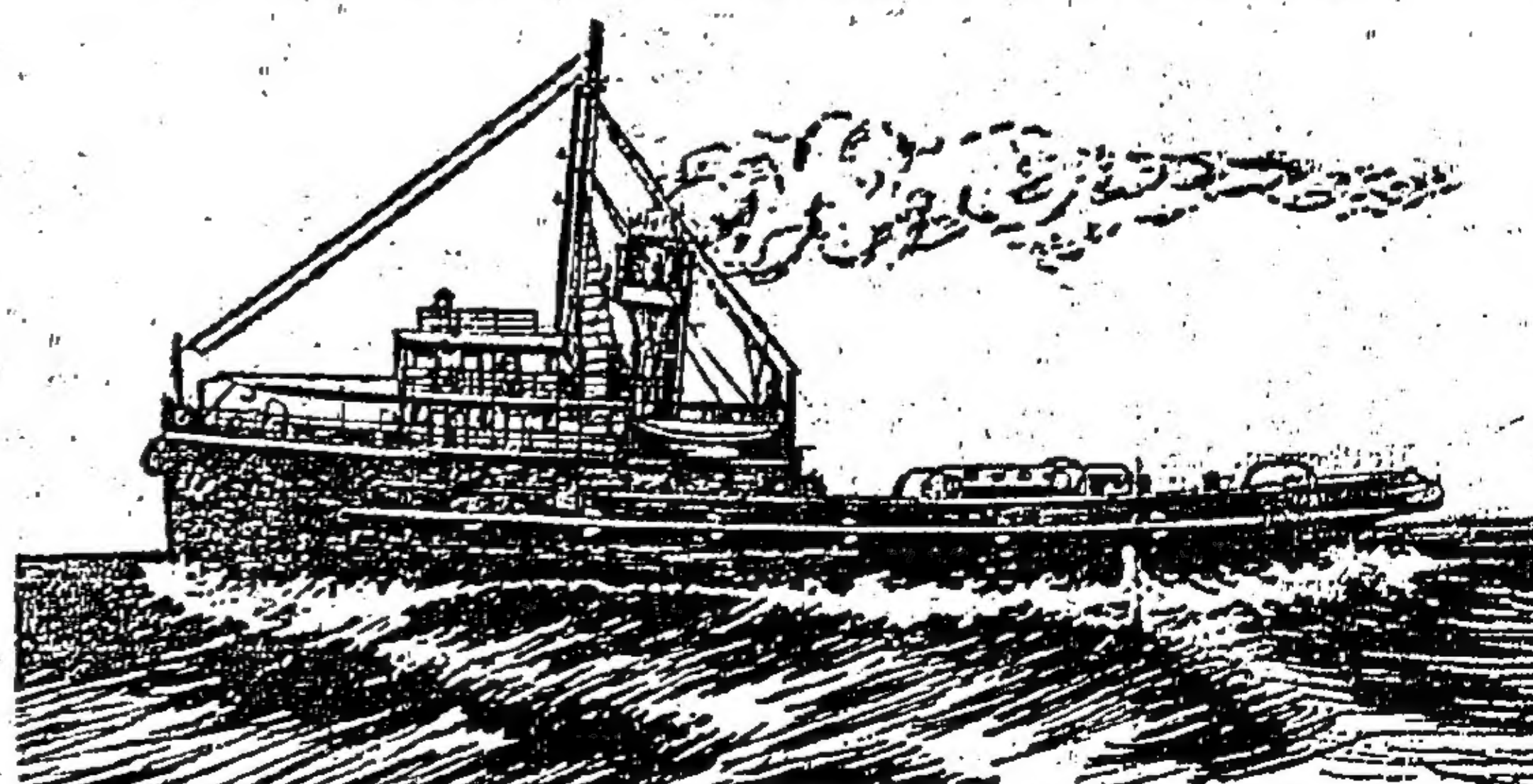
Telephone: Central No. 215 sub-ex. 13 and Central 2495.

# The HONGKONG & WHAMPOA DOCK Co., Ltd.

TELEGRAPHIC ADDRESS: "MANIFESTO," HONGKONG.

Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition; Western Union and Watkins.

Dock Owners, Ship Builders, Marine and Land Engineers, Boiler Makers, Iron and Brass Founders, Forge Masters, Electricians.



Steel Twin Ocean-going Tug and Salvage Steamer

## "Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong for their own service, 1921. Length 167' B.P., Breadth 24' (m) Depth 17' (m) I.H.P. 2000. Fitted with electrically driven submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager:

R. M. DYER, B.Sc., M.I.N.A., KOWLOON DOCK, HONGKONG.

## WONG SIU WOON



BOOTS, SHOES & SLIPPERS

FOR LADIES, GENTS & CHILDREN

BEST DESIGNS, PRICES MODERATE.

21 POTTINGER ST. Phone 1474.

## THE NEW FREEMAN REMEDY.

THERAPION No. 1  
THERAPION No. 2  
THERAPION No. 3

No. 1 for Rheumatism, No. 2 for Chronic Weaknesses, No. 3 for Chronic Weaknesses. SOLD BY LEADING CHEMISTS. PRICE 1/6 PER BOTTLE. POSTAGE 1/6. THE FREEMAN REMEDY CO., LTD., 10, W. 1, LONDON, E.C.4.







**"ELLERMAN LINE"**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

UNITED KINGDOM &amp; CONTINENT SERVICE.

OUTWARDS.

HOMEWARDS.

1. "CITY OF FLORENCE" 10th May ... London, Antwerp, Rotterdam &amp; Hamburg.

**PASSENGER SERVICE.**

2. "CITY OF MANCHESTER" 2nd half July ... Marseilles, London &amp; Hamburg.

Subject to change without notice.

For further particulars apply to—

REISS &amp; CO., CANTON

THE BANK LINE, LTD.

(Tel. Central 7807)

[10]

**BOSTON AND NEW YORK**

Joint Service of the

**"BLUE FUNNEL" LINE**

OCEAN S.S. CO., LTD., AND CHINA MUTUAL S.S. CO., LTD.

AND

**AMERICAN & MANCHURIAN LINE**

(ELLERMAN &amp; BUCKNALL S.S. CO., LTD.)

**Sailings from Hongkong.**

1. "ATREUS" ... via Suez Canal ... 5th May.  
 2. "EURYLOCHUS" ... via Suez Canal ... 14th May.  
 3. "CITY OF BIRMINGHAM" ... via Suez Canal ... 25th May.

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD &amp; SWIRE or THE BANK LINE, LTD., HONGKONG.

(JOHN SWIRE &amp; SONS, LTD.)

REISS &amp; CO., CANTON.

[17]

**M. MESSAGERIES MARITIMES M.**

SERVICES CONTRACTUELS

Mail Steamers.	Next Sailings from Marseilles.	From Arr. at Hongkong and Sailing for Shanghai and Japan.	Probable Sailings from Hongkong for Marseilles.
ANDRE LEBON ...	...	...	14th May
AMBOISE ...	...	...	29th May
CORDILLERE ...	8th April	9th May	12th June
ANGERS ...	26th April	22nd May	16th June
OHILI ...	4th May	31st June	10th July
PORTHOIS ...	18th May	17th June	24th July

**RATES OF PASSAGE MONEY TO MARSEILLES.**

(Including Table Wine and Free Doctor's Attendance).

A Class (1st Class) ... 25. 0s. 0d. B Class (1st Class) ... 22. 0s. 0d.  
 B Class (2nd) ... 18. 0s. 0d. C Class (2nd) ... 15. 0s. 0d.

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the Trains at Marseilles.

LIGNE COMMERCIALES (Cargo Boats).

1. "LE ST. LOUBERT-BIE" loading for HAVRE, ANTWERP &amp; DUNKIRK, about 13th May.

2. "MEINAM" loading for HAVRE, ANTWERP &amp; DUNKIRK, about end of May.

**MESSAGERIES MARITIMES CO.,**

Telephone: Central 740.

3, Queen's Buildings.

2) CONSIGNATION—TRANSIT—REPRESENTATION.

**DOUGLAS STEAMSHIP CO., LTD.**

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

**REGULAR SERVICE** of Fast, High Class Coast Steamers having good accommodation for First-Class Passengers, Electric Light and Fast in waterways, Saloons and Excellent cabins.

FOR

**SWATOW, AMOY & FOOCHOW**

AND RETURN

(Occupying 8 or 10 Days)

HAICHONG ...	Capt. J. S. Thomson	Friday, 4th May, at 2 p.m.
HAICHONG ...	Capt. W. C. Parnmore	Tuesday, 8th May, at 1 p.m.
HAIPHONG ...	Capt. Ellis Walker	Friday, 11th May, at 12 Noon.

Arrivals and Departures from the Company's Wharf (near Hake Pier)

For Freight and Passage apply to—

DOUGLAS LAFRAIK &amp; CO.,

General Managers.

[3]

**JAPAN COAL**

AND

**GENERAL IMPORTS & EXPORTS**

AGENTS FOR:—

THE MITSUBISHI MARINE &amp; FIRE INSURANCE CO.

THE OSAKA MARINE &amp; FIRE INSURANCE CO.

**MITSUBISHI SHOJI KAISHA**

(MITSUBISHI TRADING CO., LTD.)

HEAD OFFICE—TOKIO

No. 14, PEDDER ST., HONGKONG.

**P. & O., British India Apcar and Eastern & Australian Lines**

COMPANIES Incorporated in ENGLAND.

**MAIL AND PASSENGER SERVICES**

STRAITS, JAVA, SUMATRA, CEYLON, INDIA, PERSIAN GULF, WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA, AUSTRALIA, INCLUDING NEW ZEALAND & QUEENSLAND PORTS, RED SEA, KENYA, EUROPE, ETC.

**PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS.**

(Under Contract with H.M. Government.)

SS	Tons	From Hongkong (about)	Destination
"FARMALA"	9,068	2nd May, 4 p.m.	Marseilles, London & Antwerp.
"SOCIETY"	6,513	5th May, 11 a.m.	Spore, Penang, Colombo & Bombay
"KIDDERPORE"	5,334	16th May	Spore, Penang & Bombay
"KASHGAR"	9,000	16th May	Marseilles, London & Antwerp.
"RYANZA"	7,000	30th May	Marseilles, London & Antwerp.
"SOUTPAN"	6,700	3rd June	Spore, Penang, Colombo & Bombay
"LAHORE"	6,252	4th June	Spore, Penang, Colombo & Bombay
"SARDINIA"	6,589	13th June	Marseilles, London & Antwerp.
"DELTA"	8,097	27th June	Bombay, Marseilles, London & Antwerp.
"SICILIA"	6,513	28th June	Spore, Penang, Colombo & Bombay
"MALWA"	10,941	11th July	Bombay, Marseilles, London & Antwerp.
"DIVANFA"	7,198	25th July	Spore, Penang, Colombo & Bombay
"SOUTPAN"	6,688	26th July	Spore, Penang, Colombo & Bombay
"KRIVA"	9,017	8th Aug.	Bombay, Marseilles, London & Antwerp.
"KASHMIR"	8,541	9th Aug.	Marseilles, London & Antwerp.
"MACDONALD"	10,512	5th Sept.	Bombay, Marseilles, London & Antwerp.
"DONGOLA"	8,026	10th Sept.	Marseilles, London & Antwerp.
"MANTUA"	10,902	3rd Oct.	Bombay, Marseilles, London & Antwerp.

**BRITISH INDIA - APCAR SAILINGS**

"TCRILIA"	5,105	12th May	Singapore, Penang & Calcutta
-----------	-------	----------	------------------------------

**EASTERN & AUSTRALIAN SAILINGS (South)**

"ST. ALBANS"	4,500	5th May, Noon	Manila, Thursday Island, Townsville, Brisbane, Sydney & Melbourne.
--------------	-------	---------------	--

Through connections from Australia with the following:—  
 The P. & O. Co.'s Steamers to the United Kingdom via New Zealand, Vancouver, The P. & O. Royal Mail Steamers to London via Suez Canal. (San Francisco, etc.)  
 The P. & O. Branch Service of Steamers to London via the Cape.  
 The New Zealand Shipping Co.'s Steamers for South America via Valparaiso, etc.

**SAILING TO SHANGHAI & JAPAN**

"GANDARA"	5,381	3rd May	Shanghai, Moji, Kobe & Yokohama.
"GURNA"	5,249	7th May	Amoy, Shanghai & Japan.
"PASTRY"	4,600	8th May	Japan Direct.
"SARDINIA"	6,584	8th May	Shanghai, Moji, Kobe & Yokohama.
"DELTA"	8,000	20th May	Shanghai, Moji, Kobe & Yokohama.
"SOUTPAN"	6,097	21st May	Shanghai only.

All dates are approximate and subject to alteration without notice.

**WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.**

Passengers for Hongkong must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.

First Class Passengers may travel by B.I.S.N. Company's Steamers between Singapore and Calcutta or Singapore and Madras in lieu of the action of their P. &amp; O. Tickets Singapore to Colombo.

All Cabins are fitted with Electric Fans free of charge.

Parcels measuring not more than 24 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.

For further information, Passage Fares, Freight Handbooks, etc., apply to—

**MACKINNON, MACKENZIE & CO.,**

27, Des Voeux Road Central, HONGKONG.

Agents.

**PRINCE LINE FAR EAST SERVICE**

Regular Sailings to Boston (and/or New York) by fast freight steamers.

For BOSTON

and NEW YORK

SS. "EASTERN PRINCE" ...	on or about 16th May.
SS. "ROMAN PRINCE" ...	on or about 11th June.
SS. "GALLIC PRINCE" ...	on or about 1st July.

For Freight and full particulars apply to—

**FURNESS (FAR EAST) LIMITED,**

Telephone: Central 3165

Telegrams (Furness)

(Incorporated in Great Britain)

St. George's Building

[21]

**C. N. C. CHINA NAVIGATION CO., LTD.****SAILINGS SUBJECT TO ALTERATIONS.**

For	Steamer	To Sail
SWATOW & SHANGHAI ...	"SUIYANG"	On 3rd May, Noon.
HOIHOW & BANGKOK ...	"LINAN"	On 5th May, 10 a.m.
WEIHOW & CHEFOO & TIENTSIN ...	"HUICHOW"	On 5th May, Noon.
NEWCHWANG ...	"WUHU"	On 5th May, Noon.
SHANGHAI & TSINGTAO ...	"SHANTUNG"	On 5th May, 4 p.m.
SWATOW & SINGAPORE ...	"KWEIYANG"	On 6th May, Noon.
SWATOW, SHANGHAI & PUKOW ...	"YINGCHOW"	On 6th May, 4 p.m.
NEWCHWANG ...	"FOOCHOW"	On 6th May, 4 p.m.
HOIHOW, PAKHOI & HAIPHONG ...	"YUNNAN"	On 8th May, 11 a.m.
SWATOW & BANGKOK ...	"KAWNTUNG"	On 8th May, Noon.
MANILA ...	"TAMING"	On 8th May, 4 p.m.

Excellent Saloon accommodation amidships, with Electric Fans fitted. Regular Schedule service four times weekly between Canton, Hongkong and Shanghai, leaving Hongkong Sundays (extending to Pukow), Tuesdays and Saturdays (extending to Tsingtao), and Thursdays (via Amoy). Cargo taken on through Bills of Lading to all Yangtze and North China ports. Passengers for Shanghai do not require to tranship at Woosung.

**BANGKOK LINE.**—Regular weekly service leaving Hongkong Tuesdays to and from Bangkok via Swatow maintained by new "K" class steamers, attractively fitted for passengers, with double and single berth cabins.

For Freight or Passage apply to—

BUTTERFIELD &amp; SWIRE

Telephone Central 38.

(JOHN SWIRE &amp; SONS, LTD.)

Agents

CARGO &amp; PASSENGER CAN BE SECURED AT THE OFFICE OF BUTTERFIELD &amp; SWIRE, 111, Des Voeux St., Ltd.

**AUSTRALIAN ORIENTAL LINE**

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

**SAILINGS SUBJECT TO ALTERATIONS.**

Steamer	Arr. Hongkong from Australia	Leave Hongkong for Sandakan, Manila, Timor & S. Port.
"CHANGSHA"	21st May	26th May

This Steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice Fresh Provisions, etc., and has superior accommodation Electric Light throughout and Electric Fans in the State-Rooms. A duly qualified Doctor is carried. Reduced Fares, Cargo booked through to all Australian, New Zealand & Tasmanian Ports.

For freight and passage apply to—

BUTTERFIELD &amp; SWIRE

Telephone Central No. 38.

(JOHN SWIRE &amp; SONS, LTD.), Agents.

**STRUTHERS & BARRY**

OPERATING U.S. GOVERNMENT SHIPS.

**EXPRESS FREIGHT SERVICE.**

TO LOS ANGELES AND SAN FRANCISCO  
 FROM HONGKONG BY DIRECT ROUTE.

U.S.B. "West Chopaka" ... Due Hongkong 15th May.  
 Leave Hongkong 16th May.

CARGO ACCEPTED FOR TRANSITMENT AT SAN FRANCISCO 10 WEEKLY  
 SAILINGS FOR ATLANTIC SEABOARD PORTS, THROUGH BELLS OF LADING ISSUED TO U.S. AND CANADIAN OVERLANDPORTS.

TO MANILA, SAIGON AND SINGAPORE.

U.S.B. "Muras" ... Due Hongkong 15th May.  
 Leave Hongkong 16th May.

THROUGH BILLS OF LADING ISSUED TO ALL PORTS FOR REFUEL.

FOR FULL INFORMATION APPLY TO

STRUTHERS AND BARRY.

L. EVERETT,

General Agent for

JAPAN-CHINA-PHILIPPINES.

INDO-CHINA-STRAITS &amp; JAVA.

1st Floor, Queen's Building,

Phone Central No. 3008.

G. P. BRADFORD, Res. Agent.

[22]

**DODWELL & CO., LIMITED**

REGULAR SAILINGS TO NEW YORK &amp; BOSTON

For NEW YORK &amp; BOSTON via SUEZ

1. "DACE CASTLE" ... sailing on or about 5th May.  
 2. "KENDAL CASTLE" ... sailing on or about 8th June.

**LLOYD TRIESTINO.**

TAKING CARGO ON THROUGH BILLS OF LADING FOR LEVANT, BLACK SEA &amp; DANUBE PORTS.

PIRELLA having been re-opened for traffic, cargo is also accepted for this port on through Bills of Lading.

FOR BRINDISI, VENICE &amp; TRIESTE

1. "NIPPON" ... sailing on or about 5th June.

FOR SHANGHAI, YOKOHAMA &amp; KOBE.

2. "NIPPON" ... sailing on or about 2nd May.

Passengers' Luggage can be insured at the Office of the Agents.

**NATAL LINE OF STEAMERS.**

From CALCUTTA and COLOMBO to SOUTH AFRICAN PORTS.

1. "UMFOLI" ... sailing on or about 2nd May.  
 2. "UMSINGA" ... sailing on or about 31st May.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to—

DODWELL &amp; CO., LIMITED.

Agents

[16]



## POST OFFICE NOTICE.

## INWARD MAILS.

FROM	PER	DATE
STRAITS	Shunko Maru	2nd May.
SHANGHAI	Shunko Maru	2nd May.
STRAITS	Kanamaru Maru	3rd May.
SHANGHAI	Yongshun	3rd May.
JAPAN	St. Albans	3rd May.
JAPAN	Kidderpore	4th May.
SHANGHAI	Sicilia	4th May.
STRAITS	Tsuruga Maru	5th May.
SHANGHAI	Onaka Maru	6th May.
STRAITS	Gurna	6th May.
STRAITS	Sardina	8th May.
Europe via Suez (Parcels only) London		
9th May		
JAPAN	Toyokuni Maru	8th May.
MANILA	P. Grant	8th May.
JAPAN	Tajima Maru	10th May.
U.S.A. JAPAN AND SHANGHAI	Pres. Madison	11th May.

## OUTWARD MAILS.

FOR	PER	DATE
Haiphong	Songhai	Wednesday, 2nd, 8.00 A.M.
Shanghai	Ginmar Maru	9.0 A.M.
Shanghai	Adriatic	10.00 A.M.
STRAITS	Ceylon, Mauritius, L.	
Marques, South Africa, India		
via Dhanushkodi, Aden, Egypt		
& Europe via MARSEILLES—due		
Marseilles, 2nd June		
Shanghai	Anna Kayser	2.00 P.M.
Saigon	Dialo Maru	2.30 P.M.
Haiphong	Sicilia	2.30 P.M.
Haiphong and Pakhoi	Yongshun	5.00 P.M.
Swatow	Hydrona	Thursday, 3rd, 3.30 P.M.
Shanghai, Japan, Canada, U.S.A.	Kaya Maru	8.30 A.M.
Central & South America, &		
EUROPE via VANCOUVER, B.C.		
—due Vancouver, 23rd May		
Haiphong and Haiphong	Empire of Australia	Friday, 4th, 9.15 A.M.
Swatow, Amoy and Foochow	Leesang	Friday, 4th, 8.30 A.M.
Philippine Islands	Haichang	Friday, 4th, 1.00 P.M.
Philippine Islands, Australia & New Zealand	Yuenang	Friday, 4th, 2.00 P.M.
—due via Thursday Island—due Thursday Island, 18th May		
Haiphong and Bangkok	St. Albans	Friday, 4th, 9.45 A.M.
Swatow, Ceylon, Mauritius, L. Marques, South Africa, India via Dhanushkodi		
Omby and Aden	Linan	Friday, 4th, 10.30 A.M.
Swatow, Amoy and Koolung	Sicilia	Saturday, 5th, 9.30 A.M.
STRAITS AND EGYP.		
Saigon	Haichang	Sunday, 5th, 10.00 A.M.
Philippine Islands	Mentor	Monday, 7th, 10.00 A.M.
Swatow, Amoy and Foochow	Toucer	Monday, 7th, 2.00 P.M.
Philippine Islands	Atrous	Monday, 7th, 2.00 P.M.
Swatow, Amoy and Foochow	Haichang	Tuesday, 8th, Noon
Shanghai	Kama Maru	Wednesday, 9th, 10.30 A.M.
Sandakan	Mausang	Wednesday, 9th, 1.00 P.M.

\*Correspondence bearing vessel's name only.

## THE BLUE FUNNEL LINE

## REGULAR AND FAST FREIGHT AND PASSENGER SERVICES

## LONDON SERVICE

"MENTOR"	7TH MAY	London, Rotterdam & Dunkirk.
"PERSEUS"	14TH MAY	London, Hull, Rotterdam & Hamburg.
"GLAUCUS"	21ST MAY	London, Rotterdam & Dunkirk.
"NELEUS"	28TH MAY	London, Rotterdam & Hamburg.

## LIVERPOOL SERVICE

"TEUCER"	7TH MAY	Marseilles, Havre, Liverpool & Glasgow.
"MERIONES"	20TH MAY	Genoa, Marseilles, Liverpool & Glasgow.
"ELPENOR"	1ST JUNE	Marseilles, Havre, Liverpool & Glasgow.

## PACIFIC SERVICE

"PROTESILAUS"	15TH MAY	Victoria, Seattle & Vancouver.
"ACHILLES"	12TH JUNE	Victoria, Seattle & Vancouver.

## NEW YORK SERVICE

"ATREUS"	7TH MAY	via Suez or Panama.
"EURYLOCHUS"	15TH MAY	via Suez.

## PASSENGER SERVICE

"MENTOR"	7TH MAY	for Singapore & London.
"TEIBSIAS"	1ST JUNE	for Shanghai.
"TEIBSIAS"	25TH JUNE	for Singapore & London.
"SARPEDON"	9TH JULY	for Shanghai.
"SARPEDON"	4TH AUG.	for Singapore, Marseilles & London.

FOR FREIGHT, PASSAGE RATES AND ALL INFORMATION APPLY TO BUTTERFIELD &amp; SWIRE (Joint Swiss &amp; Swiss, Ltd.) AGENTS.

## ASIA BANKING CORPORATION

UNITED STATES GOVERNMENT DEPOSITORY

CAPITAL ... U.S. \$4,000,000.

HEAD OFFICE—NEW YORK

Owned and controlled by a group of leading American Banks under control of Federal Reserve Bank and the New York State Banking Department.

General Banking Business.

## BRANCHES—

SHANGHAI, PEKING, TIENTSIN, HANKOW, CANTON, MANILA, YOKOHAMA, SAN FRANCISCO AND HONGKONG.

D. M. BIGGAR, Manager.

## COMMERCIAL

## OPENING QUOTATIONS.

1st May, 1913.

On LONDON—	
Telegraphic Transfer	— 3/4
Bank Bill, on demand	— 3/4 5/16
Bank Bill, at 30 days' sight	— 3/4
Bank Bill, at 6 months' sight	3/4 3/16
Credit, at 6 months' sight	3/4 3/16
Documentary Bill, 6 months' sight	— 2/5 5/16
On PARIS—	
Bank Bill, on demand	— 800
Credit, 6 months' sight	— 850
On NEW YORK—	
Bank Bill, on demand	— 54 1/2
Credit, at 60 days' sight	— 55 1/2
On BOMBAY—	
Telegraphic Transfer	— 175
Bank Bill, on demand	— 175
On CALCUTTA—	
Telegraphic Transfer	— 175
Bank Bill, on demand	— 175
On SHANGHAI—	
Bank Bill, at sight	— nom.
Private, 30 days' sight	— 11 1/2
On YOKOHAMA—	
On demand	— 10 1/2
On SINGAPORE—	
On demand	— 100 1/2
On SINGAPORE—	
On demand	— 140 1/2
On HONGKONG—	
On demand	— nom.
On HONGKONG—	
On demand	— 78 1/2
GOVERNMENT, Bank's B. rate	— 8 3/4
GOLD LEAF, 100 fine, per skil.	— 44 1/2
BAR SILVER, per oz.	— 33 1/2

## HONGKONG AND SHANGHAI BANKING CORPORATION.

Head Office: Hongkong.  
 Authorized Capital ... \$50,000,000  
 Paid-up Capital ... \$20,000,000  
 Reserve Funds ... \$24,500,000  
 Sterling ... \$24,500,000  
 Silver ... \$24,500,000  
 Reserve Liability of Proprietors \$20,000,000

Court of Directors:  
 A. O. LAY, Esq., Chairman.  
 D. G. M. BERNARD, Esq., Deputy Chairman.  
 A. H. COMPTON, Esq., W. L. PATTERSON, Esq.  
 G. M. DODWELL, Esq., J. A. PLUMMER, Esq.  
 G. T. M. ELLIOTT, Esq., H. P. WHITE, Esq.  
 Hon. Mr. E. V. D. PARR.

Chief Manager:  
 Hon. Mr. A. G. STEPHEN.

Acting Manager: Hongkong—  
 J. McANULTY, Esq.  
 Manager: Shanghai—G. H. SEITZ, Esq.

LONDON BANKERS:  
 WESTMINSTER BANK, LTD.

CURRENT ACCOUNTS opened in LOCAL CURRENCY AND FIXED DEPOSITS received for one year or shorter periods in Local Currency and Sterling on terms which will be quoted on application.  
 Hongkong, 1st May, 1913. [37]

## HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG & SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed on the following Monthly Balances at 2 1/2 per cent per annum.

For the HONGKONG & SHANGHAI BANKING CORPORATION,  
 A. G. STEPHEN,  
 Chief Manager.  
 Hongkong, 14th November, 1912. [38]

## CHARTERED BANK OF INDIA, AUSTRALIA &amp; CHINA.

INCORPORATED BY ROYAL CHARTER, 1853  
 HEAD OFFICE—LONDON.

Paid-up Capital ... \$2,000,000  
 Reserve Fund ... \$1,700,000  
 Reserve Liability of Proprietors ... \$2,000,000

FOREIGN EXCHANGE and General Banking business transacted.  
 CURRENT ACCOUNTS opened and FIXED DEPOSITS received for 1 year or shorter periods at rates which will be quoted on application.

A. H. FERGUSON,  
 Manager.  
 Hongkong, March 27th, 1913. [39]

## THE CHINESE MERCHANTS BANK, LTD.

司公限有行銀商華中

HEAD OFFICE  
 Alexandra Building, Charter Road,  
 HONGKONG. Banking and Exchange business transacted.

Loans granted on approved securities.  
 Current Accounts opened and Fixed Deposits received at rates which may be ascertained on application.  
 The Bank also conducts a Savings Department.

K. O. LAU,  
 Chief Manager.

## THE BANK OF CHINA

行銀國華中

(Specially authorized by Provisional Mandate of the Republic of China on the 2nd of November, 1912.)

Authorized Capital ... \$40,000,000  
 Paid-up Capital ... \$12,579,230.50  
 Reserve Fund ... \$6,074,779.50

HEAD OFFICE—PEKING.  
 HONGKONG BRANCH—4, Queen's Road, Central. Branches and sub-branches all over China and Correspondents in Europe, America, and other parts of the world.

London, Shanghai, The National Provisional and Union Bank of England, Ltd.  
 The Chartered Bank of India, Australia & China, Ltd.  
 The Bank of China, Ltd.  
 The Bank of Communications, Ltd.  
 The Bank of China, Ltd.  
 The Bank of China, Ltd.

Loans granted on approved securities.  
 Special facilities for Foreign Exchange.  
 T. S. YUEN, Manager.  
 Hongkong, September 8th, 1913. [33]

## THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE  
 15, Old Broad Street, London, E.C. 4.

Authorized Capital ... \$3,000,000  
 Subscribed Capital ... \$1,500,000  
 Paid-up Capital ... \$1,000,000  
 Reserve Fund ... \$1,500,000

BANKERS  
 THE BANK OF ENGLAND,  
 THE LONDON JOINT CITY & MIDDLESEX BANK, Ltd.

BRANCHES:  
 Bombay, Hongkong, Kuala Lumpur, Singapore, Calcutta, Madras, Shanghai, Colombo, Rangoon, New York, Hongkong, Delhi, Karachi, Peking, Canton, Kobe, Osaka, Yokohama, Manila, Cebu, Batavia, Sourabaya, Bencoolen, Singapore, Penang, Malacca, Hongkong, Canton, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

"HONGKONG BRANCH."  
 Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Accounts at the rate of 3 per cent per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

S. C. WILSON,  
 Manager.  
 7, Queen's Road, Central,  
 Hongkong, March 22nd, 1913. [30]

## NEDERLANDSCHE HANDER MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY.)

Established 1834.  
 A. Capital ... F. 100,000,000  
 Paid-up Capital ... F. 50,000,000  
 Reserve Fund ... F. 10,000,000  
 Special Reserve ... F. 25,000,000

Head Office—Amsterdam.  
 Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

## "CAPSTAN"

Cigarettes and Tobaccos

The Popular Smoke

SOLD EVERYWHERE

from Timbuctoo to Tibet  
 Rio to Rangoon  
 Piccadilly to Pechili

"CAPSTAN"—THE NAME THAT COUNTS

British-American Tobacco Co. (China) Ltd.  
Distributors

## THE MERCHANTS BANK OF INDIA, LIMITED.

HEAD OFFICE  
 15, Old Broad Street, London, E.C. 4.

Authorized Capital ... \$3,000,000  
 Subscribed Capital ... \$1,500,000  
 Paid-up Capital ... \$1,000,000  
 Reserve Fund ... \$1,500,000

BANKERS  
 THE BANK OF ENGLAND,  
 THE LONDON JOINT CITY & MIDDLESEX BANK, Ltd.

BRANCHES:  
 Bombay, Hongkong, Kuala Lumpur, Singapore, Calcutta, Madras, Shanghai, Colombo, Rangoon, New York, Hongkong, Delhi, Karachi, Peking, Canton, Kobe, Osaka, Yokohama, Manila, Cebu, Batavia, Sourabaya, Bencoolen, Singapore, Penang, Malacca, Hongkong, Canton, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

"HONGKONG BRANCH."  
 Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Accounts at the rate of 3 per cent per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

S. C. WILSON,  
 Manager.  
 7, Queen's Road, Central,  
 Hongkong, March 22nd, 1913. [30]

## NEDERLANDSCHE HANDER MAATSCHAPPIJ.

(NEDERLANDSE TRADING SOCIETY.)

Established 1834.  
 A. Capital ... F. 100,000,000  
 Paid-up Capital ... F. 50,000,000  
 Reserve Fund ... F. 10,000,000  
 Special Reserve ... F. 25,000,000

Head Office—Amsterdam.  
 Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

Branches at:  
 The Hague, Rotterdam, Antwerp, Brussels, London, Paris, Lyons, Marseilles, Bordeaux, Calcutta, Bombay, Madras, Singapore, Hongkong, Shanghai, Hankow, Tientsin, Peking, Harbin, Manchuria, Korea, Japan, India, China, Australia, New Zealand, South Africa, Europe, America, and other parts of the world.

## THE BANK OF EAST ASIA, LIMITED.

HEAD OFFICE  
 No. 10 Des Voeux Road, C. HONGKONG.

Authorized Capital ... \$10,000,000  
 Paid-up Capital ... \$5,000,000  
 Reserve Fund ... \$5,000,000

DIRECTORS:  
 Mr. Pong Wai Tung, Chairman.  
 Hon. Mr. Chow Shou Sen.  
 Mr. Li Moon Chun.  
 Mr. Fung Ping Shan.  
 Mr. F. K. Kwok.  
 Mr. Kan Chin Nam.  
 Mr. Hayah Tai.

Chief Manager: Mr. Kan Yui F.  
 Asst. Manager: Mr. Li Tai Yung.

BRANCHES:  
 LONDON, PARIS, SHANGHAI, KOREA, NAGASAKI, SINGAPORE, TIENTSIN, MANILA, SAMARANG, CALCUTTA.

Every description of Banking and Exchange business transacted. Loans granted on approved securities. Interest allowed on Current Deposits at the rate of 3 per cent per annum on Daily Balances and on Fixed Deposits at rates which may be ascertained on application.

KAN TONG FOI,  
 Chief Manager.  
 Hongkong, February 28th, 1913. [34]

## THE YOKOHAMA SPECIE BANK, LIMITED.

HEAD OFFICE YOKOHAMA.